The Bombay Gazette.

No. 8500.—New Series. BOMBAY:—SATURDAY, MAY 6, 1876.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follows:—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
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Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found, &c., &c.

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Domestic Occurrences: Each—Rupees 2.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM TO LONDON FROM KURRACHEE, CALLING AT ADEN, HODEIDA, JEDDAH, ALGIERS, AND LISBON.

THE BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED, will despatch the S. S. ASSYRIA, 1,494 Tons, 200 H. P., Commander Hearman, as above from Bombay via Kurrachee, on SATURDAY, the 20th May 1876

The Assyria is fitted in the usual style of the Company's Vessels, and has excellent accommodation for 31 First-class Passengers and 12 Second-class.

The Steamers leaving Bombay on MONDAY, the 22nd May and on FRIDAY, the 26th idem, for Kurrachee, can carry forward Cargo and Passengers for transfer to the Assyria.

For Freight or Passage apply to

W. NICOL & Co., Agents.

Bombay, 2nd May 1876.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY Limited), under contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo every week.

The S. S. SOCOTRA, 1,507 Tons, 220 H. P., Commander W. Stabbatt, will be despatched on SATURDAY, the 6th May 1876, at 4 P. M.

	May.		May.
Leaves BOMBAY	6	Leaves Tuticorin	14
„ Ratnagherry	7	„ Colombo	15
„ Vingorla	7	„ Galle	16
„ Goa	7	„ Negapatam	19
„ Carwar	8	„ Madras	21
„ Mangalore	9	„ Coconada	23
„ Cannanore	10	„ Visagapatam	24
„ Tellicherry	10	„ Pallavaram	24
„ Calicut	11	„ Calingapatam	26
„ Beypore	11	„ Gopalpore	26
„ Cochin	12	„ Point Pedro	28
„ Alleppey	12	Arrives CALCUTTA	28

Cargo for Singapore and China can be booked by the Steamers on this line to be transferred to port for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

Also for Batavia, Sourabaya, Tjillatjap, Palembang, Pontianak, Aleheen, Padang and Manilla Islands, to go forward by the Messageries Maritime and Netherlands India S. N. Company.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer at 11 o'clock to the Persian Gulf, touching at KURRACHEE, GUADER, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BAHREIN, and MAHOMERAH.

The S. S. COCONADA, 861 Tons, 120 H. P., Commander A. Mossis, will be despatched on FRIDAY, the 19th May 1876, at 4 P. M.

	May.		May.
Leaves BOMBAY	12	Leaves BUSREH	31
„ Kurrachee	18	„ Mahomerah	31
„ Gwader	18	„ Fao	31
„ Jask	20	„ Bushire	June. 3
„ Bunder Abbas	21	„ Bahrein	3
„ Lingah	23	„ Lingah	5
„ Bushire	25	„ Bunder Abbas	6
„ Fao	27	„ Muscat	9
„ Mahomerah	27	„ Kurrachee	13
Arrives BUSREH	28	Arrives BOMBAY	19

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE CONNECTING AT KATTYAWAR COAST PORTS.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will, during the Fair Season, despatch a Steamer to Kurrachee on or FRIDAY, at 4 P.M., and an Extra Steamer on every MONDAY, at 2 P.M.

The S. S. VINGORLA, 578 Tons, 120 H.P., Commander N. B. Sayers, will be despatched on MONDAY, the 8th May 1876, at 2 P.M., calling at Veraval, Porebunder, Mangrole, and Cutch Mandvie.

The S.S. COCONADA, 861 Tons, 120 H.P., Commander A. Mossis, will be despatched on FRIDAY, the 12th May 1876, at 4 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co. Agents.

STEAM COMMUNICATION WITH ITALY *VIA* SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE

GENOA, on the 24th, and BOMBAY on the 1st of each month.

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.
Aden	£22	£15	£4
Suez	38	28	8
Port Said	36	24	8
Messina	50	34	14
Naples	50	34	14
Leghorn	50	34	14
Genoa	50	34	14
Marseilles	52	36	14-10

Children under 2 years—free of charge. Children not above years—half fares.

NEXT STEAMERS FROM BOMBAY:—

ASSYRIA to sail on MONDAY, 15th May 1876.
AUSTRALIA to sail on THURSDAY, 1st June 1876.
SUMATRA to sail on SATURDAY, 1st July 1876.
BATAVIA to sail on TUESDAY, 1st August 1876.
AUSTRALIA to sail on FRIDAY, 1st September 1876.
SUMATRA to sail on SUNDAY, 1st October 1876.

From the 1st January 1876 Steamers will leave Genoa on the 24th and 24th, and Bombay on the 1st and 15th of every month, until further notice.

All Steamers of this Company have large First and Second-class accommodation; and always carry a Doctor and a Stewardess on board.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For back-books of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 9, Hummum Street.

Bombay, 9th December 1875.

HALL LINE OF STEAMERS.

BOMBAY TO LIVERPOOL.

TO SAIL POSITIVELY ON 24TH MAY,

BRANKSOME HALL.

THE ATTENTION of INTENDING PASSENGERS is particularly called to these fine steamers, which have been specially constructed for the Bombay Trade. They are all built to steam 12 knots, and are expected to make the passage either to or from England in about 26 days.

Each steamer will carry a DOCTOR and STEWARDESS.

For Passage, &c., apply to

W. & A. GRAHAM & Co., Agents.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE:—

Vessels.	Captains.	Tons.	H.P.	May. 1876.
DECCAN	J. D. Gaby	3429	650	8th—Southampton.
KASHGAR	E. J. Baker	3821	450	15th—Suez, &c.
BOKHARA	W. D. Anderson	2932	450	22nd—Southampton.
CEYLON	J. Ormsan	2111	450	29th—Suez, &c.
				June
GWALIOR	J. C. Babot	2725	450	2nd—Southampton.
GERLOCH	C. Fraser	1935	250	9th—Suez, &c.
AUSTRALIA	J. S Murray	3663	600	14th—Southampton.
TRAVANCORE	W. B. Andrews	1900	350	23rd—Suez, &c.
NIZAM	A. E. Barlow	2725	450	30th—Southampton.

Passengers are booked to Malta, Gibraltar and Southampton by every Mail. The Southampton Steamers proceed to that port direct; but by the alternate Steamers Passengers change Vessels at Suez.

Passengers to Brindisi, Ancona, and Venice are carried by every Steamer, but proceed by rail from Suez to Alexandria.

Passengers are requested to send their heavy baggage to Managon, on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Managon, at 2 P.M. precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

Bombay, 1st May 1876.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On MONDAY, the 15th May 1876, at 3 P.M., from Managon.

THE P. and O. Co.'s S.S. THIBET, Captain C. H. Eastley, (2,593 Tons and 400 H. P.), will be despatched as above, carrying H.M.'s Mails and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on FRIDAY, the 12th May 1876.

GEORGE F. HENRY,
Superintendent.

Bombay, 1st May 1876.

BOMBAY TO SOUTHAMPTON.

TO SAIL ABOUT 20TH MAY.

THE attention of Families intending to proceed to England is specially invited to the fine Steamer GALATEA, 2,001 Tons Register, 300 H.P. nominal, classed 10 A 1 at Lloyd's, well-known in the South American Passenger Service as one of the favourite steamers of the Belgian Royal Mail Company. She has superior accommodation for Fifty First Class Passengers, and carries a DOCTOR and STEWARDESS. Inspection of the Saloon and Cabins is particularly solicited.

GRINDLAY, GROOM & Co.,
Passenger Agents.
McCULLOCH, BEYTS & Co.,
Agents

ANCHOR LINE—INDIAN SERVICE.

BOMBAY TO LIVERPOOL, VIA SUEZ CANAL.

THE following or other First Class Steamers of the ANCHOR LINE will sail from GLASGOW and LIVERPOOL to PORT SAID, SUEZ, and BOMBAY, and from BOMBAY to SUEZ, PORT SAID, GIBRALTAR, and LIVERPOOL:—

	Tons	H.P.	From Glasgow.	From Liverpool.	Bombay.
TRINACRIA	2107	474		17th May.	
EUROPA	2277	424	22d April.	29th April.	14th June.
INDIA	2289	500	20th May.	27th May.	19th July.
MACEDONIA	2273	486	17th June.	24th June.	19th August.

And regularly thereafter, further sailings being arranged according to the requirements of the trade.

All the Steamers of this Line carry a SURGEON and STEWARDESS, and have superior First-class accommodation fitted with every convenience.

Passengers and Cargo booked through to New York in connection with the Anchor Line Transatlantic Service.

FARES FROM BOMBAY TO

	Liverpool.	Suez.
First Class	Rs. 500	Rs. 350

A reduction of 15 per cent. will be given on Return Passages to all who re-embark by Anchor Line Steamer within twelve month of time of landing.

For Passage, Freight, &c., apply to

W. & A. GRAHAM & Co., Agents.

Bombay, 27th April 1876.

LIVERPOOL, *VIA* SUEZ CANAL,

TO LEAVE ABOUT 25TH MAY.

THE well-known and favorite S. S. TIMOR, 2,[illegible] Tons, J. Brown, Commander, has excellent accommodation in a Saloon built on Deck for First-class Passengers only. She carries a Surgeon and Stewardess.

RATES OF PASSAGE.

TO SUEZ	Rs. 300
„ MALTA	„ 400
„ LIVERPOOL	„ 500

For Passage and further particulars apply to

GRINDLAY, GROOM & Co.
W. NICOL & Co., Agents.

Bombay, 19th April 1876.

Homeward Bound PASSENGERS.

GENTLEMEN proceeding to *EUROPE* are invited to inspect the splendid Stock of *TRAVELLING REQUISITES*, of the Best Manufacture, which can always be obtained at

A MOMENT'S NOTICE,

Ready for *Immediate Use.*

A detailed list of Our Celebrated Travelling Kit forwarded on application, Post Free to any part of India.

Light Suits for the Red Sea, or Warm Suits for the Mediterranean made to order in a few hours ..... from Rs. a. 15 0 to 45 0

ASQUITH & COMPANY,
HIRTMAKERS & OUTFITTERS,
The Overland Kit Warehouse,
8, RAMPART ROW, BOMBAY.

HOUSES TO BE LET.

TO LET, the UPPER STORIED BUNGALOW in Middle Colaba, now in the occupation of J. Nauberg, Esq. Apply to P. BYRAMJEE, House Agent.

26, Meadow Street.

MALABAR HILL.

TO LET, with immediate possession, either Furnished or Unfurnished, the Commodious and well situated BUNGALOW on Malabar Hill, No. 104, with four Bed Rooms, just vacated by Andrew Hay, Esq. For Rent and other particulars apply to P. BYRAMJEE, House Agent.

26, Meadow Street.

HOTELS.

MALABAR FAMILY HOTEL,

BREACH CANDY, MALABAR HILL, BOMBAY.

THIS HOTEL is located in the finest, coolest, most healthy and fashionable part of Bombay. "It is close to the sea," and surrounded by Gardens and beautiful Scenery.

The Rooms are very large, and fitted up with every home comfort.

Testimonials, with view of Hotel, forwarded on application. The distance is within half an hour's drive of the Fort, and fifteen minutes from the G. I. P. and B. B. & C. I. Railways.

Terms—Moderate.

W. R. SARGENT,
Proprietor.

ALEXANDRA HOTEL, MATHERAN.

MR. J. O. PINTO, the Proprietor, begs to inform the Public that the above Hotel is now OPEN to VISITORS. There are three separate Bungalows attached to the Hotel, well adapted for Families, for whose comfort every care is taken. The Hotel is well situated, occupies a central position and, therefore, very conveniently placed within the reach of several POINTS. It is also nearest to the Station and in a breezy locality, under the shade of large trees, which diminish the glare and keep the extensive compound always fresh and cool. Mr. Pinto undertakes to look after Bungalows on the Hill at a charge of Rs. 30 per annum.

KEATING'S

PERSIAN INSECT-DESTROYING POWDER,

As supplied to Her Majesty's Government.

THIS Powder is quite *harmless to animal life*, but unrivalled in destroying FLEAS, BUGS, BEETLES, MOSQUITOS, MOTHS IN FURS, and every other species of Insect. SPORTSMEN will find this an invaluable remedy for destroying FLEAS IN THEIR DOGS, has also *Ladies for their Pet Dogs*. This invaluable article has found so great a sale that it has tempted others to vend a so-called article in imitation; the Public are therefore cautioned to observe that the Packets of the Genuine Powder bear the autograph of THOMAS KEATING.

SOLD IN BOTTLES BY ALL DRUGGISTS.

KEATING'S BON BONS OR WORM TABLETS, A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for children.

TESTIMONIAL.

"To Mr. THOMAS KEATING. "Harpenden, 7th March 1871

"Sir,—My two little girls, respectively three and two years showed symptoms of having worms, so I obtained some of your Worm Bon Bons, from Mr. Busby, and they effected such a thorough cure—in fact, I think, saved their lives. The elder little girl had sixteen worms come from her. I think it my duty to acquaint you with the fact. "FREDK. WILMOTT."

Sold in Bottles by all Chemists and Druggists.

THOMAS KEATING,
London, Export Chemist and Druggists.

Patent for pure Drugs. Chemicals carefully executed.

NEW ADVERTISEMENTS.

ELPHINSTONE THEATRE.

THE PARSEE ELPHINSTONE DRAMATIC CLUB.

TO-NIGHT, SATURDAY, 6TH MAY.

For the first time in India the splendid petite comedy by Mrs. Inchbald, entitled

ANIMAL MAGNETISM.

To be followed by an entirely New Opera written by the famous Poet Khorshed, entitled

KHORSHED SABHA.

Such of the native public as are acquainted with this famous poet's writings will conceive the amount of trouble and expense the Company must have been put to in setting this splendid poetical effusion into music and arranging the whole in an effective dramatic order.

Reserved Seats, Rs. 2.

FORT THEATRE,

APOLLO STREET,

ENTRANCE TO THE ENGLISH HOTEL.

TO-DAY, SATURDAY, 6TH MAY.

The performance will commence with the Vaudeville by J. R. Planche,

LOAN OF A LOVER.

To conclude with

THE MAID AND THE MAGPIE;

OR

THE FATAL SPOON.

NEW SONGS; SINGLE, DOUBLE, TREBLE DANCES; AND SONG AND DANCE.

PRICES OF ADMISSION.

First Class	Rs. 2 | Second Class ..... Re. 1.

Seats may be secured a English Hotel.

Doors open at 8-30. Performance to commence at 9 o'clock punctually.

N. B.—Extra Tramway Cars leave from Elphinstone Circle and Church Gate Street after the performance.

PUNKAHS IN FULL SWING.

NOTICE.—CONSIGNEES per Steamer TIMOR are hereby informed of the ARRIVAL of the Vessel, and REQUESTED to TAKE DELIVERY AT ONCE of their respective GOODS. No CLAIM of any kind will be PAID after the DEPARTURE of the Steamer unless it be PREVIOUSLY PASSED by the Captain.

W. NICOL & Co., Agents.

Bombay, 5th May 1876.

NOTICE is hereby given, that by order of the LIQUIDATORS of the LONDON, ASIATIC and AMERICAN COMPANY, LIMITED, Messrs. MEHERJEE, JOHNSTON and Co. will hold an AUCTION SALE at 3 o'clock P. M. on TUESDAY, the 9th day of May next, at their premises in Apollo Street, of all the right, title, and interest of the above named Company to all that piece or parcel of Land consisting of 60 acres of sandy land, situate at the village of Rajpuri Khar Powries, in the registration sub-district of Alibagh, and subject to the payment to Government of an annual assessment of Rs. 240.

And also, full right and liberty to remove sand from the whole length of the said 60 acres of sandy land above mentioned during the unexpired period of a term of five years which commenced to run on the 1st day of October 1 74. This right is subject to the payment to Government of ten per cent. of the annual clear net earnings to be derived by the removal of the sand.

Also all that piece or parcel of Government salt batty ground, situate in the said village of Rewas, in the registration sub-district of Alibagh aforesaid, containing by admeasurement 71 acres or thereabouts, and bounded on the North by the rise of sandy land above described, and on the East, West and South by land belonging to Government, and which is subject to the annual payment to Government of Rs. 71-8-6.

For further particulars and information, apply to Messrs. CRAIGIE, LYNCH and OWEN, Solicitors, Bombay.

Bombay, 22nd April 1876.

SCOTTISH FIRE INSURANCE COMPANY.

The Undersigned as AGENTS for the above Company are prepared to issue POLICIES of INSURANCE on Warehouses, Mills, Merchandize and other Property in Bombay and the neighbourhood on FAVOURABLE TERMS.

C. MACDONALD & Co.

Victoria Buildings, Bombay.

CROSSE AND BLACKWELL'S

CELEBRATED OILMEN'S STORES,

Five Prize Medals Paris and Vienna.

PICKLES AND SAUCES,
JAMS AND JELLIES,
ORANGE MARMALADE,
TART FRUITS, DESSERT FRUITS,
MUSTARD, VINEGAR,
FRUITS IN BRANDY AND NOYEAU,
POTTED MEATS AND FISH,
FRESH SALMON AND HERRINGS,
HERRINGS A LA SARDINE,
PICKLED SALMON,
YARMOUTH BLOATERS,
BLACKWALL WHITEBAIT,
FRESH AND FINDON HADDOCKS,
PURE SALAD OIL,
SOUPS, IN PINT AND QUART TINS,
PRESERVED VEGETABLES,
PRESERVED HAMS AND CHEESE,
PRESERVED BACON,
OXFORD AND CAMBRIDGE SAUSAGES,
BOLOGNA SAUSAGES,
YORKSHIRE GAME AND PORK PATES,
TONGUES, GAME, POULTRY,
PLUM PUDDINGS,
LEA AND PERRINS' WORCESTERSHIRE SAUCE.

Fresh supplies of the above and numerous other table delicacies may be had from most Storekeepers.

CAUTION.

To prevent the fraud of refilling the bottles or jars, they should *invariably be destroyed* when empty.

Goods should always be examined upon delivery to detect any attempt at substitution of articles of inferior brands.

All genuine goods bear the names of Crosse & Blackwell on the Labels, Corks and Capsules of the Bottles, Jars and Tins.

CROSSE AND BLACKWELL,
PURVEYORS TO THE QUEEN,
SOHO SQUARE, LONDON.

SPECIAL SHORT ADVERTISEMENTS.

A GENTLEMAN would be glad to join a Chummery. Malabar Hill or Colaba preferred. Address "Z.," *Bombay Gazette* Office.

TENT FOR SALE, Rs. 500. It cost at JABALPUR in 1873. Rs. 838; the property of G. C. WHITWORTH. Bombay.

PEARSE'S BREAD, BISCUIT, & FLOUR STALL, under the CLOCK TOWER, Crawford Market. Each loaf is stamped "PEARSE"

BAPTY'S SUPERFINE FLOUR in 1 lb. packets, at six pice, PEARSE'S STALL, under the Clock Tower, Crawford Market. Beware of imitation packets.

THE GLEE SOCIETY.—A CONCERT will be given in the TOWN HALL on WEDNESDAY EVENING, the 10th instant, at 9 o'clock P. M. Tickets Rs. 2 and Rs. 1

WANTED, by a COMPETENT AUSTRALIAN COACHMAN, situation as Groom or Coachman; can drive four-in-hand. London Hotel, Rampart Row, Bombay.

WANTED BOARD, with comfortable set of rooms, somewhere in the Fort would be preferred. Apply to "A. E. M. J." care of this paper.

TO LET, for one or two months, as may be required, a commodious well furnished BUNGALOW in a good neighbourhood. Rent Rs. 100. Address T., *Bombay Gazette*

MALABAR HILL.

TO BE LET, for six months, from May to November, a large, well furnished BUNGALOW on Malabar Hill. Apply to "A." *Bombay Gazette* Office.

BOARD, with a suite of comfortable Rooms for ONE or TWO GENTLEMEN or a MARRIED COUPLE in a Bungalow at Byculla conveniently situated in all respects. Apply "G." care of *Bombay Gazette*.

FOR SALE, a Milan built convertible Self-Driving Victoria Park Phaeton and pair of Grey Horses, with Harness Phaeton 1,300, Horses 900, Turnout for Rs. 1,800 Apply to J. F. WATSON, Messrs. Watson & Co., Church Gate.

PERFUMERY.

J. & E. ATKINSON'S

ESS. YLANG YLANG—FRANGIPANNE—and SARCANTHUS. OLD BROWN WINDSOR SOAP. VIOLET POWDER. FLORIDA WATER.

PRIZE MEDALS—LONDON, PARIS, VIENNA, CORDOVA, LIMA.

Sold by all first-class dealers throughout the World.

J. & E. ATKINSON,
24, Old Bond-street, London.

The genuine guaranteed by TRADE MARK—"A White Rose on a Golden Lyre," printed in seven colours.

COLT'S NEW GOVERNMENT ARMY REVOLVER,

takes the .450 central fire service Cartridge. Unequalled for range, accuracy, simplicity, durability, easily loaded and unloaded when dark; can be carried with perfect safety when loaded. It far surpasses in efficiency and quality of make the numerous cheap pistols which now flood the market.

COLT'S NEW FIVE-SHOT BREECH-LOADING

CENTRAL FIRE DERINGER REVOLVERS, .41, and .38 calibre, weight 17½ ozs.

"Especially suitable for personal defence or home protection."—See *Land and Water* on 1 *Bell's Life*, of April 17th, 1875.

COLT'S SMALL SEVEN-SHOT REVOLVERS,

for Ladies' use, weight 7 ozs.

COLT'S LARGE BORE BREECH-LOADING DERINGER,

for the waistcoat pocket.

Price List free. To be had through any respectable Agent or Dealer in Arms, or from

COLT'S FIRE ARMS COMPANY,
14, PALL MALL, LONDON, S.W.

OVERLAND REQUISITES.

AIR CUSHIONS AND PILLOWS,
From Rs. 5 to Rs. 15.
BINOCULAR GLASSES,
From Rs. 25 to Rs. 140.
CAMP AND DECK CHAIRS,
(folding, light and strong),
from Rs. 10 to Rs. 16.
CIGARS AND CHEROOTS.
Cocoanada, Manilla, Trichinopoly, &c.,
of the first qualities only.
COCOA PASTE; COFFEE ESSENCE,
from as. 8 to Rs. 2,
COMPENDIUM OF GAMES,
containing in moderate space materials for Backgammon, Bezique Card Games, Chess, Dice, Dominoes, Draughts, and a Race Game complete, with guides and markers for Bezique and Whist, from Rs. 30 to Rs. 65.
CORKSCREWS, LEVER KNIVES,
in variety:
from as. 8 to Rs. 8.
CUTLERY,
of the best manufacture.
DRESSING BAGS, CASES AND ROLLS,
from Rs. 18 to Rs. 400.
DRAM FLASK AND DRINKING CUPS,
from Re. 1-8 to Rs. 20.
EAU DE COLOGNE AND TOILET VINEGAR,
the original and genuine,
from Re. 1 to Rs. 7.
INFANTS' FOOD,
of the most approved kinds.
LIEBIG'S EXTRACT OF MEAT.
(for which the Company are Sole Agents).
MILK,
Condensed Anglo Swiss.
NOVELS: CHEAP EDITIONS,
by the most celebrated Authors.
OVERLAND TRUNKS & PORTMANTEAUX.
from Rs. 24 to Rs. 30.
PRESERVED PROVISIONS,
Fish, Meats, Pates, Pies, Sausages, Soups, &c.
PIPES AND TOBACCO,
of various descriptions.
PLAYING CARDS.
De la Rue's, per pack from annas 12 to Rs. 2.
POCKET CANTEENS & SANDWICH CASES,
in the most compact forms.
PURSES AND POCKET BOOKS,
of the most convenient and secure forms.
RAILWAY RUGS AND STRAPS,
a large Choice.
SOAPS, MARINE AND TOILET,
and Cases for Toilet Soaps.
SPONGES AND BAGS,
for the Bath or Toilet Table.
STATIONERY.
Papers and Envelopes expressly suited for Postal Correspondence and sundries of every description.
TIFFIN BASKETS,
completely fitted.
TRAVELLING BAGS,
Carpet, Clothes, Courier, Dressing, Hand, and Money,
from Rs. 3 to Rs. 400.
WINES, SPIRITS AND LIQUEURS,
Champagnes, Brandies, &c., &c.
WRITING AND TOURISTS CASES.
in a variety of forms.

TREACHER & COMPANY, Ld.,
BOMBAY, BYCULLA, AND POONA.

ARRIVAL OF NEW AND VARIED STOCK OF

THE SINGER MANUFACTURING COMPANY'S CELEBRATED

LOCK-STITCH SEWING MACHINES OF ALL DESCRIPTIONS,

PER S. S. TRINACRIA.

AT THEIR BRANCH DEPOT No. 6, ELPHINSTONE [illegible] BOMBAY.

AGENCY IN POONA: A. D. EZEKIEL, THE POONA IRON [illegible]

BRANCH DEPOT CALCUTTA: 2, CHOWRINGHEE.

THE SINGER MANUFACTU[illegible]

No. 6, ELPHINSTONE CIRCLE, BO[illegible]

BOMBAY CO-OPERATI[illegible] SOCIETY, LIMITED.

THE SECRETARIES and AGENTS beg to inform Membe[illegible] have on Sale at the Stores—

Almonds and Raisins.
Bacon, in cut and in tin.
Biscuits, in great variety.
Brushes—Clother, Shoe, Nail, an Tooth.
Ben Buns
Cheese—Cheddar, Gloucester, and Stilton.
Confectionery.
Candied Peel.
Candles.
Chocolate Menier.
Crackers.
Cigars.
Cartridges, Loaded, Blue and Green.
Figs.
Flavouring Essences.
Fruits in Spirits.
Golden Syrup.
Hams.
Herrings, Cured, Kippered, and à la Sardine.
Herbs, dried.
Harness Polish.
Jams.
Jellies
Kid Reviver.
Milk, condensed Swiss and English.
Marmalade.
Normandy Pippins.
Potted Meats, Fish, and Game.
Plum Puddings.
Pickles, Capt. White's and others
Perfumery in great variety.
Plate Powder.
Soups.
Sauces.
Sausages.
Salmon, Fresh and Pickled.
Spices.
Truffles.
Tongues.
Tart Fruits.
Tobacco, Bird's Eye, Latakia, and Honey Do.
Vegetables.
Vinegar, Malt and Tarra
Whisky, Scotch.

APOLLO HOUSE, APOLLO STREET, BOMBAY.

C. BOUNEVIALLE & CO.,

9, HUMMUM STREET, BOMBAY.

AND LONDON, BORDEAUX AND HYDERABAD (DECCAN.)

PRIZE MEDAL,

BOMBAY EXHIBITION 1873.

Price List.

SHERRIES.

	Quarts Per Doz. Rs. a.	Pints Per Doz. Rs. a.
OLD PALE SHERRY, (our own), recommended; an excellent Dinner Sherry; dry	18 0	...
VINO DE PASTO, Pale capsule (our own), pale and dry	28 0	...
AMONTILLADO. Light Pink capsule (our own), dry and delicate	31 0	...
MANZANILLA, Blue capsule (our own), full bodied, nutty, and dry	33 0	...
MOROSO, Green capsule (our own), very choice and superior	37 0	...
MONTILLA of Cordova (red capsule), the perfection of dry wine, highly recommended to Connoisseurs	35 0	...

PORTS.

OLD PORT from the Alto Douro district, well matured in wood, plain capsule	20 0	...
VERY OLD PORT (brown capsule and label), recommended	22 0	...
SUPERIOR OLD PORT (black capsule and label), possessing the invigorating properties required by invalids	24 0	...
EXTRA FINE OLD PORT (particular blue capsule and label): this superlative wine is from one of the first vineyards in Portugal	34 0	...

CHAMPAGNES.

OUR OWN (signed ticket) Private Cuvee Extra Dry	44 0	24 0
Do. Vintage 1863	0 0	24 0
AYALA & Co.'s Chateau d'Ay, extra dry quality	38 0	21 0
Do do in Magnums	70 0	...
Do do ½ pints, suitable for invalids	15 0	...
FREMONET FILS (Fleur de Bouzy)	38 0	21 0
GEISLER'S (India special)	47 0	25 0
JULES MUMM'S First quality (white label)	47 0	25 0
BARON DE SAULT'S (for Cup)	...	18 0
Do do Magnums	50 0	...

BORDEAUX—RED AND WHITE.

ST. JULIEN MEDOC (our own)	11 0	6 8
CHATEAU LAROSE (our own)	15 0	8 8
HATEAU LEOVILLE „	18 0	10 0
PAUILLAC „	16 0	9 0
ST. ESTEPHE „	15 0	8 8
MOUTON D'ARMAILHAC (our own brand)	19 0	10 8
STERNE „	16 0	9 0
CHATEUX D'OISY, a much dryer Wine than Sauterne	22 0	...
CHATEAU TALENCE	22 0	12 0
CHATEAU LABEGORCE (Margaux)	26 0	14 0
HATEAU MARGAUX (our own brand)	26 0	14 0
CHABLIS (Polack Frere's)	16 0	...
CHABLIS (our own)	18 0	10 0

BURGUNDIES.

POMARD (our own brand)	19 0	10 0
CHAMBERTIN „	20 0	10 8

SPARKLING MOSELLE.

SPARKLING MOSELLE Brauneberger	28 0	16 8
Do do Josephshoffer	33 0	18 0
Do do Zeltinger	36 0	20 0
Do do Scharzhofberger	39 0	21 0
CREMANT BLANC	30 0	16 8

STILL MOSELLE.

ZELTINGER	24 0	...
SCHARZBERG	30 0	...

STILL HOCKS.

	Quarts. Per Doz. Rs. a.	Pints. Per Doz. Rs. as.
ERBACH	23 0	...
RHENISH	18 0	10 0
BODENTHAL	20 0	11 0
NIERSTEIN	22 0	13 0
DEIDESHEIM, No. 1	24 0	14 0
RUDESHEIMER	24 0	13 0
GRUNHAUSEN	28 0	...
HOCKHEIMER	28 0	...
JOHANNISBERGER	33 0	20 0
GEISENHEIM	24 0	...
DEIDESHEIM, No. 2	18 0	10 0
SCHLOSS JOHANISBERG, (Select Growth)	30 0	...
SCHARLACHSBERG	32 0	...
LIEBFRAUMILCH	38 0	20 0
SCHLOSSBERG	30 0	...
STEINWEIN IN BOCKSBEUTEL	23 0	...

SPARKLING HOCK.

SPARKLING HOCHHEIMER	28 0	16 0
„ RUDESHEIMER	33 0	18 8
„ RAUENTHALER	36 0	20 8
„ JOHANNISBERGER	39 0	21 8

MADEIRA.

FINE OLD E. J. Reserve	32 0	...

MARSALA.

VIRGIN WINE (Ingham's) highly recommended by the Medical Profession	18 0	...

BRANDIES.

FINE CHAMPAGNE COGNAC (our own) recommended	27 0	...
OUR OWN, * Star	23 0	...
Do do ** Stars	25 0	...
Do do *** Stars	27 0	...
HENNESSY'S * one Star	25 8	...
Do. ** two Stars	29 8	...
Do. *** three Stars	31 8	...
MARTELL'S Brandy * one Star	25 8	...
Do * one Star Pints	13 0	...
Do * one Star Flask	13 8	...
Do ** two Stars	27 0	...
Do *** three „	30 0	...
L. FURLAUD'S * Star	23 0	...
Do ** Stars	25 0	...
Do *** Stars	27 0	...
Do V.O.

E.

...Coast
...y-two deck

...J. D'Costa, sailed
...general cargo and
...eatham and twenty

...balls, 494 tons, Captain
...day for Persian Gulf via
...t cargo and the following
...s and two servants, Mr. H.
...Mr. J. D. Rose and servant,
...assengers.

...ons, Captain T. Potts, arrived in
...stant, from Shields (March 20th)
...cargo of 1,443 tons coal.
...tle, and the vessel is
...ranjee.

...366 tons, Cap.
...erday from
...and the
...ant,

leave for thirty days, preparatory to availing himself of the furlough granted him by G O G of 17th April 1876 No 245

Mr W W Goodrich, Asst Supt of Police, Bellary, leave to Europe for twenty months on medical certificate, under Sect 3, Supplement F, to the Civil Leave Code, with effect from the 15th inst.

Capt W H Hallett, Supt of Prisons for the Town of Madras, privilege leave for six weeks.

Mr W A Symonds, Actg Supt of the Central Jail at Trichinopoly, privilege leave for three months, under Sect 12, Supplement F, the Civil Leave Code, with effect from the date of being relieved.

Surgn Andrew Francis Dobson, M B, Actg Zillah Surgn, Tellicherry, to be Zillah Surgn and Supt of the Dist Jail at Mangalore, vice Surgn-Maj McAllum

Su rn Lionel Beech to act as Zillah Surgn, Negapa'am, during the absence of Surgn J B Thomas on leave, or until further orders

Surgn Edward Levinge, to act as Zillah Surgn and Supdt of the Dist Jail at Tellicherry during the absence of Surgn H Hyde, on leave, or until further orders.

Maj Geo ge B lrg , S C, to a t as Cant Mag of St Thomas' Mount during the absence of Lt-Col G D Clementson, on leave, or until u ther orders.

Mr Thomas Edward Thomas, Asst Supt of Police, South Arcot, to act as Supt of Police, Tanjore, during the absence of Maj A T Rolland on furlough, or until, fu th r orders.

Mr William James Augustus Sullivan, Asst Supt of Police, North Arcot, to act as Su t of Police, Trichinopoly, during the absence of Maj H Court, on privilege leave, or until further ord rs.

Mr Harry Ernest Sweet to act as Asst Supt of Police, Bellary, during the employment of Capt R G Briggs, on other duty, or until further orders.

Mr A M Macfarlane, Actg Supt of the Central Jail, Cannanore, to act as Supt of the Central Jail, Trichinopoly, during the absence of Mr W A Symonds, on privilege leave, or until further orders, to join on being relieved by Lt-Col G E H Beauchamp.

Under Sec 395 of the Cod of Criminal Procedure, Mr F H H Sharp, Dist ct Mag of the Nellore Dist, and Mr J W Blake, Actg Dist Mag f South Arcot, are directed to take down the evidence in the following cases with their own hands i the English language.

MILITARY DEPARTMENT.

...rementioned Officer is permitted to proceed to Eu-

...owne, of the Infantry, on furlough on urgent ... six months, under Rule X of the Regulations ...rk from Bombay or Madras

...of the Privy Council is pleased to grant to Henry Le ...Commissary Patrick Flanagan, late of ...ion of an Assistant Commissary.

...have reported their return from

...List, arrived at Madras on ...arthy, Indian Medl Dept,

...to proceed to Eu-

...Dept, Physi- ...Professor of ...rivate affairs ...nths and ...ions 1868,

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...m, M D, Zillah Surgeon, ...e, with effect from 1st ...retired,

...ENT.

...er Attendant and Regis- ...is confirmed in that ap- ...Olympus, admitted to ...ch 1876.

NOTICES.

OF OCEAN MAILS.

	Date.	Mail closes.	After, packet.
...	May 8 ...	5-30 P.M....	6-30 P.M.
...	,, 8 ...	11 A.M....	6 P.M.
...ches.	,, 12 ...	11 A.M.	1-30 P.M.
...	,, 15 ...	3 P.M.	No aft'r.
...	,, 27 ...	3 P.M.	packet.
...n ...	,, 8 ...	3-30 P.M.	4 P.M.
...	,, 8 ...	3-30 P.M.	4-30 P.M

CHINA MAILS.

Steamers will leave Bombay as follows :—

4 P.M.		4 P.M.
...May 15	Monday	June 12
,, 29	,,	,, 26

AUSTRALIAN MAILS.

...ay ...	May 27	Saturday ...	July 22
...	June 24	,, ...	Aug. 19

...n accordance with the above, Mails for Ceylon, Penang, ...ngapore, Hongkong, and the Australian Colonies will be closed at the General Post Office at 3 P.M.

Registered Letters will be received until 1 P.M. on the above dates.

QUEENSLAND, SYDNEY AND MELBOURNE, VIA SINGAPORE AND TORRES STRAITS.

Tuesday ... May 15

ZANZIBAR, MOZAMBIQUE, DELAGOA BAY, NATAL AND TABLE BAY *VIA* ADEN.

Monday ...	May 8	Friday ...	June 2
		,, ...	,, 30

DOMESTIC OCCURRENCES.

THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES, THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

DEATH

CHAPMAN—May 3rd, at Indore, Ida Lily, the infant daughter of Lt.-Col. I. F. Chapman, Bombay Staff Corps.

OTHER PRESIDENCIES.

BIRTHS.

BAMFIELD—May 1st, at 46, Dourumtollah Street, Calcutta, the wife of H E. L. Bamfield, E-q , of a daughter.

FERNANDEZ—May 1st, at Sehore, Central India, the wife of Mr F. Fernandez, Head Clerk, Bhopal Agency Office, of a daughter.

MR. E. M. WALTON,
SURGEON DENTIST,
12, RAMPART ROW.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette.

SATURDAY, MAY 6, 1876.

We have received by the last mail serious and startling news about the condition of Egypt, and we are surprised that hitherto no warning of what has been taking place in that be-mudded country has yet reached India through the ordinary telegraphic agency. For some time past it has been the habit of retailers of Egyptian news to tell all that was favourable to the cause of the Khedive and nothing that was adverse to him, and hence probably have arisen those *couleur de rose* reports of the progress of Egypt which have such a fascination for a section of the home press. It is but a short while ago that the world was informed, probably through Egyptian sources, that the Egyptian military expedition into the highlands against the Abyssinians had been completely successful, and that Prince John had been fain to make the best terms he could with the Egyptian troops. This information must have served the purpose of the Egyptian "bulls" on the London Stock Exchange, and also perhaps of the present Cabinet, who seem to imagine that they have received a grand and sacred mission for the regeneration of the country which men like Mr. Disraeli prefer to look at sentimentally as the home of the Pharoahs, of Cleopatra, and of a thousand romantic events connected with the early history of the world. But the news which we have now received, and which we have every reason to believe to be correct, must call the serious attention of the British Government to the true state of Egyptian affairs, while at the same time giving support to the argument of the Opposition against the purchase by England of the Suez Canal shares, that if England only chose to wait a little longer, she might obtain a powerful interest in that undertaking without an expenditure of £4,000,000. The tales of the victories of the Egyptian troops over the Abyssinians are really myths invented to cover Egyptian disasters. The truth is that it is the Abyssinians and not the Egyptians who have been the victors in the recent operations. Prince John, whose agent was busy three years ago in purchasing arms and munitions of war in England, has succeeded in inflicting a severe defeat upon the Egyptian mercenaries, and we believe that he has, in consequence of his victory, demanded the payment of £2,000,000 from the Khedive, as the ransom of the prisoners, besides the surrender of the port of Massowah and the Khedive's yacht. It is also said that the Egyptian prisoners were cruelly mutilated in revenge for the treatment inflicted by Egyptians upon Abyssinian slaves. When the news reached Suez, Cairo, and Alexandria, great excitement prevailed among the populace, and what have been described to us as serious riots took place in Alexandria about a fortnight ago, the population showing their indignation against the Viceroy by destroying Mahomet Ali's monument and property generally. The Khedive had shut himself up in his Palace, refusing to be comforted. Deputations of representatives of foreign nations waited upon him to offer their condolences, but he declined to see them. In short, general consternation prevailed, and well-informed people were wondering what could now become of Egypt. According to the latest advices, the Khedive had either paid or was about to pay the £2,000,000, and as this large sum must be a part of the £4 000,000, paid by the English Government for its shares in the Suez Canal, Prince John must now be one of the most ardent admirers of Mr. Disraeli's policy. On the other hand, as it was confidently expected by British owners of Egyptian securities that this payment would enable the Khedive to be more regular in carrying out his financial arrangements, the news will be received with chagrin in England, where the conviction must gain ground that Egypt, like its Turkish foster parent and Bret Harte's Caucasian, is now very nearly played out. We shall await full particulars about this latest Egyptian news with curiosity. If it is undoubtedly the case that Abyssinia has succeeded in getting the whip-hand of Egypt, the results may demand more active interference in Egyptian affairs by the British Government than is represented even by Mr Disraeli's commercial *coup*. The Pasha seems to be about as "sick" as the Sultan, and both promise to be the source of endless political difficulties. Although Egyptian and Turkish affairs are not necessarily connected, politically speaking, yet as they both present many of the same characteristics in other respects, it may not be amiss to quote the following sentences about Turkey, written by a distinguished correspondent of the *Times*, dating from Pera on the 7th April :—

"Mismanaged as the affairs of this country "have been at all times, there has never been a "period in which blind absolutism, utter improvidence, and rampant disorder have been "so conspicuous. The worse the rulers have "grown the more debased the subjects have "become; the more pressing and galling has "been the tyranny, the more flagrant has appeared the incapacity of the trampled people, "not only for resistance, but even for complaint "or remonstrance. Into this hopeless condition "has this fine country been thrown by four "centuries of Turkish supremacy." We do not think that the rule of the Khedive is much better than the Sultan's, and perhaps the world would be just as well off if Prince John were seated in Cairo instead of the present effete and voluptuous Mahomedan despot.

THE announcement that was made in Reuter's London telegram, published on the 12th of last month, that the Secretary of State had invited tenders for a loan of four millions sterling, created some surprise and has roused the Bombay Chamber of Commerce into making a remonstrance against the proceeding, but it will be in the recollection of some of our readers that during a discussion which took place in the middle of the month of March last as to how the Secretary of State could meet his engagements without selling his drafts on India, one of our correspondents pointed out that he could easily do so under the borrowing powers he possesses under Acts of Parliament 36 Vic., Cap. 32, and 37 Vic., Cap. 3. The former gives the Secretary of State power to borrow temporarily a sum not exceeding ten millions, and the latter power to raise ten millions within five years of 1874, and up to the present time only half that sum has been raised. The Secretary of State has, therefore, acted in strict accordance with the powers he possesses; but independently of the financial results; which he doubtless hopes to realize by the new loan, part of the money will, there seems to be some reason to believe, be expended in constructing the Rajpootana Railway, for which we have been so long waiting. In the review of the Budget Estimates of the Public Works Department for 1876-77, which was one of the last acts of Lord Northbrook's Government, we find that the Government has already given the required sanction for the completion of the line from Ajmere through Marwar to Ahmedabad, and the authority of the Secretary of State is only awaited to commence the work; and the Government of India adds that the line "on "sanction being received will be proceeded "with as means become available." As far, therefore, as the interests of Bombay are concerned, we may have no reason to complain of the proceeding of the Secretary of State in asking for tenders for a new loan of four millions, but may, on the contrary, regret that he has not taken advantage of the facilities offered him in the money market at home and raised a much larger sum for the promotion of many public works in India which are greatly required, but the construction of which the timid policy of the Government of India has indefinitely postponed.

A telegram received late last evening gives us the official explanation by Lord George Hamilton that the new loan is intended to provide for the additional loss by exchange during last year, and to anticipate a similar loss this year; but the sums needful for these purposes will not exclude the claims of the Rajpootana Railway from the consideration which, we are told by the telegram, Lord George Hamilton specially mentions as due to the public works for which the Government must provide.

IT is all very well to make light of Governments of the hills, and to call Simla "Capua," heedless of the ominous significance of that name for Empires; but the better sense of jesters on the subject ought, we think, to teach them that hill Government is estranging the rulers and the people to a very serious if not dangerous extent. Lord Salisbury spoke slightingly of Simla lately as "a mere coun-"try house of the Viceroy," and if it was only this, only a summer residence for a couple of months or so in the year, there would be little objection to be made to it; but in point of fact, Simla is much more the seat of Indian Government than Calcutta is, and Ootacamund is much more the seat of Madras Government than Madras is. Bombay is fortunate in having Poona, an easily accessible place, as the head-quarters of Government for that portion of the year which other Governments spend on the hills; but neither Bengal nor Madras have any place like Poona to establish their Governments in, and the consequence is that these Presidencies have Governments for the most part of the year as far removed from their peoples as if they had established themselves out of India altogether. It is said that Government officials work better on the hills than on the plains, but we take leave to doubt this. There can be no sympathy with the people in that work, for the people are far removed from the workers, and though more paper work perhaps might be turned out in a cool climate than a hot one, this is not the work that is wanted in India—just the contrary. But it is the Capuan spectacle of Government on the hills that is the worst part of it—a spectacle, it is to be feared, which does not much tend to raise the British *raj* in the eyes of a watchful and supercritical people. It is as if the golden calf was set up at Simla *vice* Duty deposed, and as if the worship of that animal was conducted with the perpetual eating, drinking, and playing which brought the Israelites of old to most untimely grief. That is what the spectacle *looks* like from the standpoint of Hindoostan; and though we by no means assert that there is no useful work done at Simla, we feel convinced that the hills are not proper seats of Government though they may be admirable "country houses" for the summer.

We saw in the columns of a contemporary, the other day, a report by a Dr. Morice on the Cholera Hospital at Simla which should awaken the most unreflective mind to a perception of the idle, vain, and wholly selfish existence too many Anglo-Indians make for themselves on the hills. "This hospital," we quote from the report, "is in an out of the way place near the "graveyard and difficult to get at It is under "a bank, and is divided into small cells of 11 feet "by 9 feet, with no means of ventilation. In "the first cell of 11 by 9 feet were two beds; "upon one was the corpse of a man who had been "dead sixteen hours, on the other a man dying "of cholera; the floor was wet with evacuations, "the walls were damp, the stench sickening, "and the poor creature dying was in as miser-"able a plight as it was possible for any human "being to be. In the next cell were two poor "creatures dying of cholera, no one near them, "no comforts of any kind, and no attempt made "to relieve their sufferings; they were left to "themselves to recover if they could. . . . "A more painful sight than these poor creatures "presented it is impossible to imagine." And this is Capua? This is the place where dancing, dining, and flirting go on from one month's end to another with a persistence and a publicity that fills every Indian newspaper with scandal. This is where Mrs. So-and-So is amusing herself with a dozen admirers while her husband is down in the plains, where people flock to intrigue for Court favour, and to abase themselves in any way for "appointments?" Here, in the very midst of this idle, meretricious society is the Cholera Hospital with its deserted victims perishing for lack of the commonest Christian charity, and can we think that such heartlessness and frivolity will not bring their own punishment—that for all these things we shall not be called to judgment? Is it possible, we ask, for any one conscientiously to say that such a place—devoted to the very idlest of selfish pleasures and pursuits—is a fitting capital for this great Empire with all its tremendous responsibilities and risks? Governments, like individuals, must in some measure take their tone from their surroundings, and we think that few can say that the one of Simla with its Cholera Hospital, and Dives-like disregard of ordinary humanity and duty—is the right one to inoculate a great Government with. The sanitary and moral condition of Simla is itself a protest against the theory of good work from the hills. Either our legislators take such an exceedingly lofty view of their responsibilities at that altitude that they overlook them altogether, or they are so much engrossed in cloudland as not to detect the most scandalous enormities under their very noses. In either case the "work" theory fails, and certainly the sanitation of the seat of Government does not give much hope of active rule beyond it. But it is, in fact, a thing well known that the climate of the Indian hills tends to drowsiness and loafing, and individuals who know anything of its character never dream of going there *to work*. Perhaps it is otherwise with collective bodies, though sanitation seems to tell a different tale.

Lord Salisbury is evidently indisposed to regard Simla as a proper seat of Government, and he is right. His Lordship might have called it the plague spot of this Empire but then he only admitted its existence at all as the summer residence of the Viceroy. He was silent as to its further purposes. And here again he was right, for it would be an awkward task for the Secretary of State to explain in the House of Lords all those evils which must arise from a Government of seclusion, a Government of the Capuan form. Perhaps it does not much signify to the handful of Europeans in India where the Government chooses to pass its time, but to the natives the question is momentous. They live on the smiles of great men, and when these last, following the custom of seclusion of the Grand Llama, or the Tycoon, shut themselves up on inaccessible mountains, the Oriental liver is turned into water, and the Eastern heart grows cold. It would be a thousand times better for our *raj* if there were no hills in the country, no places of refuge whither Anglo-Indians should flee away from their duties to fancy themselves in England and to live accordingly. We do not know what the impressions of others may be, but for our own part as we ascend higher and higher we fancy we are going further and further from India, until at last, and as the summit is reached, we shake it in spirit the dust of our shoes on a flat and accursed country and would never wish to hear it even mentioned in scenes and climate too suggestive of old England. The hills are excellent places for statesmen and officials to spend a well earned summer holiday in, but as seats of Government they are manifestly delusions if not something worse.

It is a pity that the hills, among their other evil uses, prevent Viceroys from travelling over their vast dominions at times other than the very brief cold season permits. The Prince of Wales's visit was supposed to do a great deal of good, and a Viceroy's progress would do no less. It is rarely that the route of State Durbars diverges from such well-worn places as Delhi, Agra, and Lahore, so that of the south and west of India a Viceroy has little knowledge but that of hearsay. Money is presumedly wanting to explore the paddy fields of the Concan, or the cocoanut groves of Malabar; but money is never lacking to carry up the *impedimenta* of Government to Simla though the cost is no trifle. Capuan life is, however, more agreeable perhaps than life spent among the tedious, petition-presenting aboriginals, and this may account for the anomaly. Still, the Viceroy who sees with his own eyes most of his dominions, will always be the most popular, and the affection with which Lord Mayo was regarded by all people here—Europeans and natives—was largely due to the way in which he turned his back on Capua, and travelled about to see things for himself and men also. Perhaps it is only by doing this that a Viceroy can gain a correct estimate of men and things as they are, for in Simla and Calcutta he does not see India but rather the Europeans and advanced natives of the societies of both places. He could see India as well at Bath or Cheltenham for that matter, and rule it like Lord Salisbury from London. Perhaps even the latter's views of despotism have already acknowledged the weakness which a Viceroy courts by living upon the top of a mountain; at any rate nothing seems better calculated to throw real power into the hands of a Secretary of State than Simla and Government there.

THE PRINCE OF WALES' RECEPTION COMMITTEE.

A FINAL meeting of the Prince of Wales' Reception Committee was held yesterday afternoon. The accounts were all presented and passed, and it was agreed that the balance in hand of Rs. 1,000, which is left after paying all expenses, should be presented to the Leper Hospital. A vote of thanks was moved by Mr. Pedder and seconded by Mr. Dosabhoy Framjee to Mr. J. M. Maclean and Colonel Hancock for their exertions in the distribution of the gift of H. R. H. the Prince of Wales. The labours of the Reception Committee have now terminated and the visit of the Prince of Wales to Bombay has become a matter of history.

JONES' TRAVELLING ALLOWANCE—A MORE OR LESS TRUE TALE.

JONES was a young man; scarce 22 indifferent years had passed over Jones' head, and he was in the Uncovenanted Service.

One never-to-be-forgotten month Jones' travelling allowance was cut.

The Supreme Government refused to pay Rs. 3, as. 2, pie 1., on the ground that Jones' addition and multiplication were faulty, as exemplified in his demand for travelling allowance by rail. Now, Jones had spent hours with a railway guide and a pencil, and he had hoped he was not defrauding the population of India in this matter.

Jones remonstrated, and his remonstrance was unanswered. He then went to the financial offices of Government, and woke up three able Brahmin financiers. They yawned, and scratched their heads with their pens, which they routed out from behind their ears for that purpose.

Jones said—"You've cut me Rs. 3—as. 2, pie 1. Why have you done so?"

An able Brahmin financier replied, "You must write in official-ly."

Jones said—"I have done so. My first letter was sent in ten years ago."

Another financier remarked—"You must write in and say so, (officially)."

* * * *

Twenty years have now gone, and Jones will soon be fifty-five, and being an experienced and valuable officer, will have to retire. He has not yet got his travelling allowance, but is full of hope.

He went again to the financial offices. A grey-headed, but still able Brahmin financier stopped his financings with a final snort, when Jones came in, yawned, and scratched his head.

Jones said—"I want my travelling allowance—Rs 3, as. 2, pie 1."

"You must write in officially," was the answer; with which Jones was becoming familiar.

"For thirty years I have been writing in officially," said Jones, "and I am almost becoming impatient."

"I think your name must be 'Jones'," said the financier. "I remember seeing some document referring to your allowance."

"So do I," answered the now excited Jones. "I can remember some few cartloads of documents on that subject."

"It has gone on to the Government of India," yawned a Brahminical but able financier, from a corner.

"When will it come back?" asked Jones. "We can't say, sir, but it usually takes about the same time to come back as it does to go."

Jones went to his home, and resigned. He made a present of the money to the population of India.

* * * *

Jones is now dead. An official letter has come to the Bombay Government, sanctioning the "disbursement" of Rs. 3, as 2, pie 1, on account of travelling allowance due to Mr. Jones, of the Bombay U. C. S.

As Mr. Jones retired 20 years ago, and is no longer living, it cannot be paid to him.

A correspondence is therefore going on as to what is to be done with the money.

In twenty years more it may be settled.

ENGLISH COMMERCIAL LETTER.

(FROM OUR OWN CORRESPONDENT.)

LONDON, 14TH APRIL, 1876.

THE new India four per cent. loan is announced this week, the first hint of it appearing in the *Daily Telegraph* money article of Monday, where it was described as a measure to relieve the exchange by rendering Council drafts unnecessary at the present low rates; the money now in the Indian Treasury to be employed in redeeming the rupee stock. Tenders are invited for the amount, which is £4,000,000, to be sent in on or before the 28th instant, accompanied by a deposit of 5 per cent., and the balance is to be paid 15 per cent. on allotment, 30 per cent. on the 30th May, 30 per cent. on 27th June, and 20 per cent. on the 1st August. The dividend payable on the 5th October next will be a 6 months' dividend on the amount contracted for on the 28th instant, and it is provided that to those who choose to pay up in full discount at the rate of 4 per cent. per annum will be allowed, so that it is in all respects a 4 per cent. stock. The present price of the India 4 per cents. is 101¼ with the dividend just off, and therefore the tenders for the new loan will be at or about that figure, but I should not be surprised if it is even more, for the dearth of first class securities is such, or rather the disposition to look upon all but English Government stocks with suspicion is so strong, that many first-rate institutions as well as rich men will tender and the amount will be much more than covered. The only securities that really compete with India Government stocks now are our own three per cents. metropolitan consols, and the Corporation of London bonds, and none of them yield 4 per cent. The modification of this loan has not yet had much effect either on the exchange or the price of silver, but its policy is of course disputed in many quarters, since it will only yield temporary relief at the cost of ultimate aggravation of the existing difficulty. It will give the India Council funds for its payments up to, and perhaps inclusive of, August, but that is all. Afterwards there will be more to draw from India than ever, and I see no indication that the changes produced by the fall in silver will be over by that time, if indeed it may not rather be said that they will barely have commenced.

The Egyptian question has entered on a new phase. I have pointed out in many previous letters that if Mr. Gladstone, our Ministry, and our press had wanted to make Egypt insolvent, they could not have gone about it in a way more certain to secure that object than the events of the last four months have developed. The end has come in this way. Badgered, worried, and disappointed in every quarter where he had sought help, the Khedive on Saturday last issued a decree postponing for three months the payment of all Treasury bonds falling due in April and May, the holders of which are to have 7 per cent. interest for the time. This is of course an act of insolvency, for, while it is quite true that the Treasury bondholders have not for months been paid in cash, but have had to agree to renewals, still the forced renewal on the debtor's own terms is the act of an insolvent. So the persistent detractors of everything Egyptian have gained their point thus far, and can now say that it has happened as they always said it would. Having stabbed their victim in the back, not once but fifty times, they announce with an air of triumph that he is bleeding, and will by and bye fall dead. For the unfortunate Khedive is not to be let off yet. Having written him down here for five months at a stretch, and utterly destroyed his credit, it is now thought decent to do the same thing in Paris, and so we see the disgusting spectacle of English journals such as the *Times*, solemnly warning the French of the risks they run, should they think of lending Egypt any more money. In this way the default has now been committed, nominal as it is, is employed as a seeming justification for the allegation that he is hopelessly bankrupt, and any attempt to right himself will be discouraged and foiled as his previous efforts have been. So it is desired to drive him from partial insolvency to actual bankruptcy beyond any attempt at concealment. Of course, the *animus* shown is precisely what will bring about the event. The Khedive is now busy, taking counsel with Mr. Rivers Wilson as to the best mode of consolidating his floating debt into a 7 per cent. stock, but in order to succeed in this he requires two things: first, the consent of a large number of the holders of Treasury bonds to convert, and next, the support of the public, should he find it necessary to ask subscriptions for a portion to pay off in cash those who do not choose to convert. The latter purpose is defeated by the English journals, which by repeating every day that Egypt is hopelessly bankrupt, will prevent any one from subscribing to a new loan and keep down the present market price of the existing stocks. In that case one and the last resource remains a forcible conversion. From this the Khedive has honourably shrunk as long as he could, and has tried every possible alternative, but he has long seen that he may be driven to it. He told one of the special correspondents of a London paper some months ago that should he get no assistance from France or England, he would be obliged to put his head down and make his own arrangement with the holders of his floating debt. I am not believe that if he did, these gentlemen would get any sympathy, for they are mainly the heads of large financial establishments in London and Paris, who have long fea hered their nests at the Khedive's expense, and can now very well afford to lose what is after all only part of the accumulated total of interest and compound interest. But they would be supplied with an excellent opportunity for talking freely about confiscation, and this is what the Khedive's advisers dread and dislike. If, however, he retains Mr. Rivers Wilson by his side he may safely dare it, for Mr. Wilson inspires great confidence. Anyhow I cannot see that the persistent enmity of English statesmen, politicians and journalists will leave him an alternative.

The phrase "persistent enmity" applied to journalists seems an odd one, but it is literally true, and it is no less inexplicable. Here is a potentate whose courtesy and hospitality to English journalists have been unique and invariable, and what has been the return? If he had been the lowest Republican cad in the United States, who from the safe eminence of high office insulted and traduced everything English from the Prime Minister and the Ambassador downwards, he could not have been pursued with more unsparing hatred. He has been an enemy to be hounded down, not a friend to be treated with generous consideration. Everything that told against him has been magnified and exaggerated; everything in his favour either distorted or carefully suppressed. Take Mr. Cave's report; this, which is by no means unfavourable to him who reads in an impartial spirit, has been made to appear so by one-sided interpretations. Will it be believed that, although all the morning and weekly papers, not forgetting *Punch*, have commented on that document and drawn adverse conclusions from it, not one of them has stated fairly the most important conclusions of all—namely, those of Mr. Cave himself? The *Times* has been the most conspicuously offensive sinner in this respect, and has been unwearied in its efforts to destroy Egyptian credit. And as if its own articles were not discreditable enough in their unmistakeable *animus*, it on Monday last reproduced the articles of the weeklies, or at least such as were hostile, and servilely imitated its own tone. Thus the malignity was carefully dished up in various forms and spread over as long a time as possible. *Punch* of course follows suit, with the minor clowns of journalism; every ass with cap and bells has a fling at the prostrate African lion. In the last number of *Punch* the insolvency of Egypt is made fun of again and again. One article is headed "Ismail Micawber," another presents a tableau of the Khedive entertaining munificently the Prince of Wales, who recognises the head butler, and finds that he is from Cursitar street, Chancery lane, in disguise; in short, that he is "the man in possession." The latest, however, and dirtiest of the attempts to injure Egypt was exposed yesterday. The coupons of the Egyptian 1873 loan fall due to-morrow, the 7th, and it has long been understood that the money was there to pay them in the usual way; the advertisement, in fact, was issued a fortnight ago. But on Tuesday a silly rumour was started that the coupons would not be paid, and as there was at the time a strong inclination to panic, it gave a further downward push to prices. The [illegible] Ottoman Bank told all enquirers that the report was false; nevertheless on Wednesday it was carefully reproduced in the [illegible] article with some speaking readi[illegible] questioning it, but giving [illegible] might be true and [illegible] would make public the [illegible] Bank of course at once sent [illegible] stock exchange, denounc[illegible] false," and saying [illegible] coupons for paym[illegible] there had been a p[illegible] somebody or other must [illegible] some profit. Now what is [illegible] what is to be imagined as [illegible] deliberately publishes with [illegible] aggravate it, a street rumour, th[illegible] he could have ascertained in [illegible] Such incidents as these have a very [illegible] among a public which has not yet qu[illegible] sense of honour and decency, and w[illegible] naturally scandalised that the mistakes [illegible] accuracies, I will not call them falsehoo[illegible] variably take one side, and invariably a[illegible] lished in the shape most likely to agit[illegible] market.

The meeting of the Delhi and Londo[illegible] was held on Wednesday when the re[illegible] accounts were adopted, a dividend at the [illegible] 4½ per cent. per annum declared, and [illegible] set aside to meet deficiencies on the 'rest [illegible] of accounts that are comprised in the [illegible] account. The net profit for the half y[illegible] £9,902-13-1, which added to the unappro[illegible] balance of profit from the previous ha[illegible] £729-0 11, made a total of £10,631 14 as[illegible] profit and loss account. In reply to ques[illegible] manager, Mr. Ilbery, said that he beli[illegible] low rate of exchange had arisen partly [illegible] falling of in the exports. He could n[illegible] articles of export alone upon which t[illegible] been a deficiency of about nine million[illegible] jute, rice and silk. He did not believe [illegible] silver could be arrested and believed it[illegible] still lower.

Yesterday afternoon the price of sil[illegible] little firmer, and so was the exchange, [illegible] was less owing to the new loan than to [illegible] in the rate of discount telegraphed fro[illegible] and it is too soon yet to say whether the [illegible] able movement will continue. In a mont[illegible] however, we shall doubtless find that th[illegible] tion of the Council drawings will affect [illegible] considerably.

The *Hour* newspaper here which h[illegible] many vicissitudes since its birth abo[illegible] years ago, and has never succeeded[illegible] guise, has once more changed hands, t[illegible] tric Scotchman, Macdougal, its last pr[illegible] having got tired of losing £300 a week. [illegible] sold it, or transferred it to Mr. Copestake, the rich soft goods merchant of Bow Church yard, who is a leading member of the Evangelical party in the Church of England, and I presume therefore the object is of a religious or at least ecclesiastical nature. Macdougal's object was "of the earth, earthy" being no less than the destruction and ruin of Mr. Albert Grant in connection with the Emma Mine and other ventures which the Baron "promoted." Macdougal, however, retains, I believe, his control of the financial part of the paper, and doubtless will do so, as he is a fair writer, though reckless enough in some respects, until he gets into some very serious libel action when Mr. Copestake will get frightened and dismiss Sandy in favour of some one whose zeal is more tempered with discretion.

A CRY FROM MAZAGON.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Some time ago the Town Council accorded its sanction to the construction of a road connecting the Frere Road with Lawrence DeLima Street. This is a boon which was long sought in the several petitions of the residents of Mazagon addressed to the Municipal Commissioner; and when at length their prayer was granted, the Mazagonists naturally looked forward to seeing the commencement and completion of this long looked for road. But they were soon to be disappointed, for the "masterly inactivity" which characterizes the actions of most departments of the Government, is no less a characteristic of our Municipality. The outcome of the "begging and praying," for a short cut to the Fort, is the sanction that is given for a new road, and here it seems we are to rest satisfied that it will be commenced some day or other—probably when Mr. Pedder feels disposed to nerve himself up to the task of undertaking the gigantic project!

Mazagon is ill-starred, and doomed not to enjoy early the benefits and facilities accorded to other obscure neighbouring localities; at least this would appear to be the view taken by the Municipality. In this premise, however, there remains to us this consolation: that whereas the present generation is denied the new road, posterity will enjoy the option of traversing it by either foot, tram or rail. *Otimpera!*

Mazagon, 4th May. PEDESTRIAN.

EUROPEAN MINISTERS' CARE OF DEAD EUROPEANS.

TO THE EDITOR OF THE "[illegible] GAZETTE."

SIR—On Sunday, the 30th [illegible], by name Nicholas McGowan, died [illegible] Hospital and was taken [illegible] to Sewree cemetery for [illegible] according to the Church [illegible] their disappointment when, [illegible] for the arrival of the minister for a [illegible] arriving, they had at last to put [illegible] into his grave without the least ceremony. Sir, does this not appear strange in a large city like Bombay with its 8,000 odd Christian inhabitants and with a host of Church of England ministers, too, and strange as this may appear, this poor man's is the fourth case within the last three months, when parties have been buried without any funeral ceremony accorded them, but then it must be remembered that with the exception of the P. and O. Company's officer, who was the first, the rest could hardly be considerate as to expect a decent Christian burial because they were paupers and these do not pay burying fees, &c. Surely some one is responsible for this gross and criminal neglect of duty and it rests entire with the undertaker who supplied the coffin or the Cemetery Chaplain to explain who is to be blamed, for it is a scandalous shame that such things should ever happen. The first was that of a P. and O. Company's officer, the second that of a sailor who died in the European General Hospital, the third was that of a little boy, who was drowned, and then this man's is the fourth, and these latter three being paupers of no consequence, they were not worth troubling about by the cemetery officials. I refrain from further remarks, because I desire to know who is the responsible party that is answerable for this scandalous matter.

May 3. VOX POPULI.

OFFICIAL NEWS REPORT FROM ADEN

FROM THE 15TH TO THE 27TH APRIL 1876.

THE Right Hon'ble Lord Napier of Magdala arrived at Aden on the morning of the 19th instant; and received the honours due to the Commander-in-Chief in India. His Lordship dispensed attendance of a guard of honour, owing to the weather. Lord Napier landed at 9 A.M. panied by the Resident, commanding officers departments, and officers off duty were p[illegible] saluting pier. Lord Napier and staff pa[illegible] at the Residency and re-embarked in the e[illegible] the prescribed salute. His Lordship re[illegible] from the officers of the garrison, British [illegible] as well as from the Sultan of Lahej and his [illegible]

His Excellency Sir Salar Jung, De[illegible] Nizam of Hyderabad, arrived at Aden on [illegible] 16th instant. He landed and visited t[illegible] and then proceeded to the town, where [illegible] Sultan of Lahej, who accompanied him [illegible] Asis. Sir Salar Jung sailed the [illegible] The salute allowed to Sir Salar Jung was [illegible] following morning.

A sharp engagement took place on the [illegible] between the forces of the Jemadar of Shuk[illegible] Nukeeb of Mauulla and a place called M[illegible] sajedah. The Jemadar was driven back to [illegible] with a loss of 30 killed and 50 wounded. [illegible] had 16 men slightly wounded.

The Prince of Wales' Charitable Dis[illegible] formally opened by the Resident on the 21st [illegible]

J. W. SCHNEIDER,
Brigadier General, Political Assistant

Archive of maharashtra
on 27 June, 2017

Number of Shares	Nomi. Value p. sh	Paid up.	Last Dividend.	Banks.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
20,000,000	100	all	5p.ct	Agra Bank	98
20,000	1,000	all	10 do.	Bank of Bengal	1,400xd
20,000	500	all	5 p.ct	Bank of Bombay New	715
5,000	1,000	all	8 do.	Bank of Madras	1,200
20,000	250	all	8 p.ct	Chartered Mercantile Bank of L. & China	300
60,000	2511	all	8p.ct	Hong. & Shanghai Bank	300
40,000	400	all	20 p.ct	Chartered Bank of India & do. and China	196
40,000	250	125	12 do.	National Bank of India..	116
60,000	250	all		Oriental Bank	495

SPINNING AND WEAVING COMPANIES.

60	1,250	all	50 p.ct	Alexandra Spinning	1,150
500	2,500	all	150	Allianse Spinning	2,5 5
30	2,000	all	...	Bhowanuggur M. & P. Co	1,350
200	1,000	all	50 p.a	Bombay United	1,120
40	150	150	10	Bro b Mills	160
200	,000	75	...	Colaba Spinning	740
2,500	1,000	all	100 p.a	Dhurumsey Spinning	910
1,250	1,250	all	60p.a	Fleming S. W. Co	925xd
1,450	1,000	all	60p.a	Great Eastern	1

SPECIAL TELEGRAMS FOR THE BOMBAY GAZETTE.

MISCELLANEOUS.

LAHORE, 4TH MAY.

Cholera still prevails in Kashmere. From the 22nd to 28th April 157 cases occurred, of which 73 were fatal.

Major Sandeman's force was to leave Abgoom on the 25th April; all is well.

Small-pox is bad in Nepaul.

MADRAS NEWS—A CYCLONE EXPECTED.

MADRAS, 5TH MAY.

Mr. May, the Harbour Engineer, died last night; he was to proceed to England to-day.

A cyclone is expected at any moment from the south. To-day there was a terrible thunder-storm at Paumben. One vessel was struck by lightning and dismasted.

There is a severe outbreak of cholera at Toomcoor, near Bangalore; 280 seizures and 128 deaths. The Superintendent of Customs at Cotapam has been fined Rs. 1,000 and suspended for levying blackmail on native exports.

[REUTER'S TELEGRAMS.]

LORD LYTTON.

CALCUTTA, 5TH MAY.

Lord Lytton has been suffering from a bilious attack since his arrival at Simla. The weather is very bad.

There is no further news from Kohat.

THE EMPRESS OF INDIA.

LONDON, 4TH MAY.

In the House of Commons this evening on Mr. James introducing a motion that the Proclamation was inadequate to prevent the use of the Imperial title in Her Majesty's dominions other than India, Mr. Disraeli agreed to fix Thursday next for discussion of the motion as a vote of censure and want of confidence.

THE ASHBURTON TREATY.

PHILADELPHIA, 4TH MAY.

The United States Government has resolved to abrogate the extradition clause in the Ashburton Treaty of 1862, in consequence of the English Government refusing the unconditional extradition of Winslow, an American subject, held in London on a charge of forgery.

MR. LOWE'S APOLOGY.

LONDON, 5TH MAY.

With reference to the denial given in the name of the Queen by Mr. Disraeli, Mr. Lowe has apologized and retracted the statement he made respecting two former Ministers having been requested to propose a new title for Her Majesty.

HOUSE OF COMMONS.

In reply to a question last evening, Lord George Hamilton explained that the new 4 per cent. Loan was larger than the Budget statement because it had been found necessary to provide—besides for public works—for the deficient yield of the Secretary of State's Council Bills during last year and also for a possible deficiency during the current year.

THE ANGLO-AMERICAN CABLES.

Telegraphic communication with the United States is for the present interrupted in consequence of the breakage of the Anglo American Cables.

SPAIN.

MADRID, 5TH MAY.

The Cortes has voted religious toleration in Spain, notwithstanding the opposition of the Holy See.

LONDON, 4TH MAY.

The Liverpool Cotton Market to-day closed steady. Surats unchanged.

The London Cotton Market to-day closed steady.

Fair Dhollera.....	4 7/16d
Piece Goods—The Manchester Market has been dull.	
Shipment of Silver to Bombay	£ 69,000
Do. do. Calcutta	255,000
4 per cent. Rupee Paper	85
4½ do. do	85½
5½ do. do.	89
Exchange on India.....	1s. 8¾d.
Discount on 6 m. st. India Bills ...	2¼ to 2⅝d.
Bar Silver	53¾d.
5 per cent. French Rentes 1872	105

The Bank of England returns for the week ending yesterday show the following results:—

Reserve of Notes ....£12 250 000....Dec. £625,000
Bills Discounted ....£17 816 500....Inc. £129,000
Bullion .....£26,375,000....Inc. £125 000
Proportion of the Reserve to the Liabilities 47½ per cent.

WEATHER REPORTS.—5TH MAY.

CANNANORE, 5 P. M., weather cloudy, wind N., thermometer 86.

CARWAR, 5 P. M., weather fine, wind N. W. 4, thermometer 86, barometer 29·96.

MANGALORE, 4·40 P.M., weather cloudy, wind unsteady, thermometer max. 86, min. 78, W. B. 82, arometer 29 61, fall of rain 3 cents.

TUTICORIN, 5 P. M., weather cloudy, wind E. S. E., thermometer 85 barometer 29·71.

VINGORLA, 5 P. M., weather cloudy, wind S. W. mild, thermometer 93.

THE ships of the Flying Squadron, the Newcastle, Immortalite, Topaze, and Naiad, arrived at Hong-Kong on the 7th of April.

THE *Madras Mail* says that Colonel Raikes, C. B., brother of Brigadier-General Raikes, C. B., died at Coonoor, on Friday last, of cancer in the mouth.

It is stated that typhoid fever is just now prevalent among the European residents in the Cantonment, Bangalore, and a few deaths have taken place.

It is reported from Ooty that the Duke of Buckingham contemplates a flying visit to Bangalore at the end of the month, with the Commander-in-Chief, Sir Neville Chamberlain.

THE East London Railway between Liverpool street (City station) and New-cross was opened for passenger traffic on Monday, April 9th. This is the line which runs through the Thames Tunnel.

PRIVATE MacGrath, of H. M.'s 2-22nd Regiment, has, we regret to learn, been committed to stand his trial in the High Court at Allahabad for the wilful murder of three natives in Shahjehanpore.

THE German African Society, nothing daunted by the failure of their first expedition, have determined to send a second expedition to the western shores under the command of Herr Edward Mohr.

A PARLIAMENTARY return respecting railway accidents reported to the Board of Trade during the year 1875 states that the total number of persons killed on railways in the United Kingdom was 1,290, and the total number injured 5,755.

A BERLIN telegram, dated the 12th April, states that the Russian Government have assigned a considerable sum of money for the survey of the Orenburg-Tashkend Railway, which is to begin at once. This will be the first link of the great line which will ultimately connect Moscow with Calcutta and Pekin.

WE hear that it is not at all unlikely that His Excellency the Governor will enforce the compulsory retirement of several of the senior medical officers who are over 55 years of age under the rules of the recent Medical Warrant, and previous to making the three appointments to Deputy Surgeon General which are daily expected.

DURING the last six or seven weeks, some forty-five lakhs of sicca weight of silver bullion have been made over to the Calcutta Mint for coinage, as has been reported from time to time. Instructions have, it is said, been issued to the Mint authorities to strike off rupees to the extent of about thirty lakhs, and smaller silver coins to fifteen lakhs of rupees.

MR. A. F. STEWART, who is described as the richest merchant in America, died on the 9th April at New York. His real estate in that city (according to the correspondent of the *Daily News*) was nearly equal to Mr. Astor's. His total property is estimated at over 80,000,000 dols, or £16,000,000 or 16 crores of rupees. Mr. Stewart was an Irishman by birth.

A LIVERPOOL despatch says:—Owing to the continued depression of trade between Liverpool and New York, the various steamship companies have come to an agreement with each other to reduce the number of sailings. By this step a number of steamers will be laid up, and consequently hundreds of seamen, firemen, and others will be thrown out of employment.

WE learn from the *Madras Mail* that the commandant of a Native Infantry Regiment has been placed in arrest, and a Court of Inquiry has been ordered to assemble to investigate his conduct. The accusations against him are said to be that he subjected a Havildar to harsh treatment, unwarranted by the regulations of the service, and endeavoured to obtain the man's discharge from the service by a court-martial on groundless charges.

THE statistical returns of the Native Christian congregations in the South India Mission of the C. M. S., for the year ending September 30th 1875, show a record of baptisms during the year of 1275 adults, and 2,115 children. The total number of baptized persons is 48,928, of communicants 12,728. The native agency numbers 339, with a force of 26 European Missionaries. The amount contributed during the year to the Native Church Fund, is Rs. 22,271. The number of villages containing Christians is 1,054.

THE Calcutta *Statesman* makes the following statement under "authority":—"We have authority for stating that the report which has appeared in several papers to the effect that the celebrated plater Kingcraft had been sold to Mr. Downall for Rs. 13,000 is incorrect. His price is, we believe, Rs. 15,000, and he still belongs to Mr. Maitland, who is training him at Wellington, where he is doing good work, and went a grand gallop on the 21st. The horse has yet to be brought to India that can beat him; and we wish his spirited owner a lucky career with him in the ensuing season."

A CORRESPONDENT of the *Scotsman* makes the following statement with regard to Perak affairs, some intimation of which we received from the *Straits Times* about two months ago:—"I hear that the Government have disapproved of the policy of Sir Wm. Jervoise, Governor of the Straits Settlements, in issuing a proclamation ordering that the Malay State of Perak shall be governed by Commissioners and Assistant Commissioners in the Queen's name. It is said that the official correspondence relative to this matter, and also to the murder of Mr. Birch, will be issued almost immediately."

THE Collector of Bombay has apparently been scrutinizing very narrowly the titles to the different foreshore properties in private hands with a view to the discovery of any flaws in them; for we are informed that the title of the Colaba Company to Arthur Bunder was recently disputed by him on the grounds that the site on which the Bunder was built some thirty years ago, was not included in the lease the Company holds from Government. Happily for the shareholders, this question has been at rest, for the Collector has withdrawn the claim that he made in respect to this property, having satisfied himself that the title of the Company was a valid one.

THE Infanticide Act has in the N. W. Provinces saved the lives of upwards of 40,000 female infants. The question must arise after a few years what is to become of all these children, for they will be shut out by caste prejudices from making regular marriages, and important changes in the customs of the Rajpoot people seem to be inevitable. Writing on this subject the *Pioneer* says:—"Years ago endeavours, backed by persuasion only, were made to induce the Thakoors to give up some of their more preposterous marriage customs; and some success, though but partial and temporary, was said to have been gained. Any such means of escape from present difficulties would now in all probability be eagerly welcomed as a *pis aller* by the embarrassed and hunted fathers of Rajpoot girls born out of due time."

THE Dera Ismail Khan correspondent of the Lahore paper states that on the 23rd ultimo, the Suliemankheyls, taking advantage of the absence of the Kharoties who were attending to their crop, fell on their children and women, robbed them, and put many to the sword. The Kharoties when they heard of this outrage, collected all their able bodied men together, and attacked the Suliemankheyls, causing much loss to the latter. Not satisfied with this, the Kharoties, who found themselves weaker, implored the help of the Ahmedzais, and another squabble took place, in which it is said that the Suliemankheyls lost 240 killed and 115 wounded, while the Kharoties only 13 killed and wounded. The Suliemankheyls have now retired and are negotiating with the Masud Waziris to join them, and the Kharoties have sent out men to bring together all the men of their tribe to prepare for a fresh struggle.

THE shareholders of the Bombay Co-operative Society may, possibly, derive comfort from reading the following extract from the letter of a contemporary's Lahore correspondent, and the public will be glad to learn that an association similar to many at home can prosper in India. The correspondent referred to says:—"The Lahore Co-operative Store is becoming a great success. It rather hung fire at first in spite of most of the Lahore people, and many English officers throughout the Punjab having taken shares, and for some time consignments of goods from England came out so seldom, that no one was sure of getting what he wanted, although the stores were good and cheap. Now the rapid sales have justified the committee in organizing bi-monthly shipments from England, and the quality and price of the goods make the store very popular. All that is wanted is a little more money to enable the Society to get up a somewhat larger and more varied stock; but this, as a good dividend is expected, will not, I dare say, be difficult. The Society are very fortunate in having secured the services of a very efficient manager.

THE *Indian Daily News* indulges in the following reflections:—"The great offices of State were formerly, as are commissions in the army to-day, bought and sold. Macaulay tells us that Sir William Temple might have bought the appointment of Secretary of State for Foreign Affairs on payment to Arlington of six thousand pounds sterling. We have abolished that sort of thing, and rightly; the Government of India will not even allow its military officers to purchase or dispose of appointments of any kind, and rightly. But the same Government which is virtuous in dealing with a Sub-Lieutenant, takes no exception at Simla to the civilian Lieutenant-Governor of an entire province who accepts a house rent free at the hands of the Puttiala Rajah. Swift wrote, laws are like cobwebs, which may catch small flies, but let wasps and hornets break through," an idea used by Solon hundreds of years before the Christian era, "give me leave to tell you that these written laws are just like spiders' webs: the weak and small may be caught and entangled in them, but the rich and powerful will break through and despise them."

THE religious and, it may be hoped, the *Daily News* remarks from which paper we quote what follows, the national sentiment of the Athenians has just received a severe shock. A judgment has been pronounced by the High Court of Justice by which a number of Bishops and Archbishops of the national Church have been declared guilty of corruption and simony and condemned to pay large fines. The evidence given at the trial disclosed a vast system of bribery in which not only several of the prelates but also M. Balassopoulo, a former Minister of Ecclesiastical Affairs, was implicated. The money was paid and received in connection with the nomination of Bishops to vacant sees, bishoprics having in fact been bought and sold. M. Balassopoulo has been sentenced to one year's imprisonment and deprivation of his political rights for three years, and also ordered to give 2,000*l.*, which he had received in bribes, to the poor. M. Nicolopoulos, formerly Minister of Justice, is to suffer ten months' imprisonment. Each prelate is to forfeit to the State double the amount he received in bribes—the Archbishop of Cephalonia, 2,000*l.*; the Archbishop of Patras, 880*l.*; and the Archbishop of Messene, 800*l.* Telegrams from Athens state that this decision has caused immense excitement. Statements like these respecting high ecclesiastical officers in the Greek Church were not infrequent under the Turkish domination, but it was hoped that in independent Greece such things were impossible. No such scandal has until now disturbed the peace of the Church, but the Holy Hellenic Synod can hardly help taking notice of this judicial condemnation of some of its principal members.

THE *Daily Telegraph* has expressed its opinion that matter for congratulation will be afforded to those who study science for the benefit of mankind, when they learn that, in endeavouring to discover valuable mines in America, a gentleman by name Turner Helm, has found something which, if we may believe the tale he tells, would seem to supply the "missing link." The primary object of Mr. Helm's search appears to have been, according to the *San Diego Union*, some quartz lead. To obtain this desirable treasure, and perhaps take home samples for the inspection of European investors, the enterprising traveller was wandering in the mountains ten miles east of Warner's Ranche, when he "suddenly heard somebody whistle." Looking up he saw "something sitting on a large boulder twenty paces from him," and, supposing it to be a wild animal, he "immediately came down on it with his needle-gun." By the expression "came down on it," we are led to suppose, however, that Mr. Helm simply pointed at the apparition, for we learn that the object at once rose to his feet, stepped forward, and disclosed the form and features of a man. Mr. Darwin and his brethren will be interested to know that the gentleman who thus moved towards the needle-gun seemed to be "covered all over with coarse black hair, two or three inches long, like that of a bear," and that "he was not at all like an Indian, but was more like an American or a Spaniard." Sad to relate, Mr. Helm at this moment lost his presence of mind, and without more ado the Wild Man of the Mountains made his escape. The Veddahs of Ceylon are interesting in many ways, but what are they when compared with a man who is covered with hair like a bear, and who sits on boulders and whistles?

THE *Overland Mail*:—It is understood that one of the minor claims advanced by the London Committee of the late Sir George C. Whitlock's force has at length, after reference to Calcutta, been conceded. It will be remembered that an omission which had altogether escaped the prize book-keepers, amounting to a loss of about 12,000*l.* on the computation of interest due on a composite item of 53,220*l.* from 1858 till 1862, was discovered in 1871 by the London Committee, and the necessary evidence as to the validity of the claim for the correction of this omission having been collated by that body, the charge was partially admitted in 1872. But one-fifth of it was disputed at the India Office. The London Committee, however, refused to yield, and showed that the whole amount claimed was due. A reference to the Viceroy ensued. The reply has arrived, and the whole amount, which, as the committee all along asserted included the balance of 5,000*l.* deposited with the civil officers in 1858 has at last been allowed for distribution. Had it not been for the Duke of Argyll's resolve, which we cannot but consider ill-advised, to carry on these discussions by the most circuitous method that could be devised, and to banish and drive away from personal communication the officers of capacity and intelligence who were close to Westminster, and were nominated by their brother officers in conclave, this part of the vexed question of the Kirwee booty must have been settled twelve months ago. The concession even of the small amount allowed, as we hear, at the present time is a token of the efficiency with which the officers in London have sustained the interests of the troops against repeated official negatives; and it may also be interpreted as indicative of a less arbitrary and more equitable spirit, under the present *régime* at the India Office, in dealing with other claims which, if they cannot be refused with some show of reason, must be either candidly recognised, for they cannot be crushed despotically, or remitted to judicial determination. Temperately and firmly urged, the remonstrances from the present London Committee, now under Lord Salisbury's consideration, will, we may readily believe, end in one of these results. We understand that a general meeting of officers interested in the Kirwee grant is arranged for the last week in April, to consider the recent and future proceedings of the Select Prize Committee.

THE *Times* commences an elaborate review of Sir John Kaye's last volume of the Sepoy War in the following terms:—"This book is, just now, of peculiar interest, were it only for what it suggests as a contrast; and as a new edition of the second volume was published a few months ago, we shall include both in the same review. We sincerely wish that we could accord that measure of praise to the work, as a whole, which in some parts it really deserves, or that we could characterize it as, in all respects, a trustworthy and attractive account of the Great Indian Mutiny of 1857-8. Sir John Kaye doubtless has had access to more information as regards his subject than any other person could hope to obtain, and we willingly allow that his book gives proof of remarkable and conscientious industry, that his manner and tone are grave and judicial, and that he always tries to be strictly impartial. Some of his descriptions, too, have a value of their own, and unquestionably he possesses that full knowledge of facts and shows that genuine sympathy with his task which are essential to a composer of history. His advantages and his merits, however, are counterbalanced by many defects. We must decline to accept these volumes as a perfectly just exposition of events, and in method and form they are unattractive. Sir John Kaye's theory of the main causes of what he has properly called the Sepoy War departs widely, we think, from the facts; his delineation of some of its phases conveys, we believe, a deceptive impression, and whole chapters of his book appear written, so to speak, to sustain this error. He has failed, too, we must plainly say, in the art of combining his materials; his narrative is involved and cumbrous, seldom placing events in their true sequence, or setting them in their just proportions, and it is difficult in the extreme to follow. Nor can we often commend his pictures of military operations and events; they are wanting in clearness and real insight; and, speaking generally, what is of most importance is not brought out in distinct relief, or is overloaded with trivial details. Sir John Kaye's style, we must add, though not a bad one, is sometimes pompous, heavy, and dull; it occasionally runs into mawkish sentiment, and, here and there, it hazards expressions, excusable in an Indian official perhaps, but utterly foreign to the English tongue."

TRAVELLING BY THE OVERLAND ROUTE.

My object in writing this sketch is to publish, for the information and guidance of others, a narration of my experiences—not all of a pleasant character—during a recent journey from London to Bombay by the Overland route.

I left London, carrying with me as little baggage as possible,—only a small box and a portmanteau,—and through second-class tickets for the journey,—second-class for the very apparent object of avoiding unnecessary expense, and all taken beforehand in London in order to save trouble, the P. and O. Company having announced in their circulars that they had made arrangements with the various railway companies on the route for the through conveyance of both first and second-class passengers from London, overland; *via* France and Italy, to Brindisi, to meet their steamers for India. I paid £7-13 to the London and Brighton Railway Company, for my passage from London to Brindisi by Newhaven and Dieppe, on the distinct understanding that the tickets I received in exchange for that amount would carry me safely across the Continent.

I left London on Wednesday evening, and the P. and O. steamer was to leave Brindisi on the following Monday morning, so I calculated that I should have plenty of time to travel comfortably through. The train ran direct to Newhaven, where we arrived about eleven o'clock. The Company's steamer was lying at the quay, close to the station, and the passengers went immediately on board. Of course, the sea ought to have been rough, and every one on board should have been ill, in accordance with the generally received opinion of a passage across the English Channel; but that traditionally restless little strip of Ocean between England and France was for once remarkably quiet, and I did not observe more than one or two (especially nervous and imaginative) passengers in the throes of sea-sickness. I have never felt that apparently least delightful of sensations, so well known to nearly all—philosophers and fools alike—who have travelled; and that is one of the few directions in which I have no desire to extend my experience. What a blessing is a strong and healthy visceral constitution! On the boat, I made the acquaintance of a polite and voluble Frenchman, who spoke very good English. He was going to Paris, and, finding that my knowledge of the French language was limited, and that I anticipated some trouble in consequence on the way, he kindly volunteered to give me his assistance, so far as his journey extended.

After a voyage of four or five hours' duration, we landed at Dieppe, a queer little place, which smells unpleasantly of fish. Here, all the passengers had to go through the ceremony of submitting their baggage to inspection by the *douaves*, or Customs officers. I had expected a good deal of trouble attending this examination, but the officials performed their duty with method and promptitude, and the matter was soon easily and satisfactorily completed. The men seemed to have learned a lesson from their near neighbours, the English, and went about their work in a much more systematic manner than I afterwards found their countrymen did elsewhere. We did not stay long at Dieppe, but having taken some refreshment—procurable easily and at a cheap rate in the depot—we were shown at once to the train, which ran through the streets of the town close up to the quay. The second-class carriages I found were very comfortable—in fact, they were much better than those on many English railways. The Frenchman I had met on the boat travelled in the same carriage with me, and pointed out the notable points in the landscape as we passed.

There was little in the scenery to remind me that I was not travelling in England, but there was a difference in the style of the houses, and in the dress, and, so far as they were observable, the habits of the people. The women wore large poke bonnets and short petticoats, and the men all wore the blue blouses, so common to the French peasant, and never to be seen among the farmers and agricultural labourers in England. The latter have, in some instances, the blue "smock," but that is a garment different both in colour and shape, from the blouse of the French. Another sight seldom seen in England is that of a woman driving a plough. Here, I saw several women so engaged, and the animals drawing the implements directed by them were invariably mules,—the horses being driven by men. These scenes suggested the thought that the Women's Rights agitators, with whom sensible people are so much troubled in England, must be non-existent in France—at least they cannot complain that the women are not there admitted to a fair share of labour with the men; and also, (I beg the ladies' pardon, but I must record my actual impressions,) that the French understand better the assimilation of natures than do the English, as is shown by their choosing the most stupid of quadrupeds, and certainly not the least obstinate and troublesome of biпeds, to work together.

Paris, our first stoppingplace, was reached about half past two in the afternoon; and here had to be repeated what I now considered the very unnecessary process of examining the baggage. Perhaps this feeling was exaggerated by the very much greater inconvenience we were here subjected to than we suffered at Dieppe. We were all directed, on leaving the train, to enter a large room, and here we were detained nearly half an hour, without being allowed to go outside, either to procure refreshments or secure a cab. At the end of that time, we were shown into another room, where the whole of the baggage brought from Dieppe was piled in promiscuous heaps on half a dozen long tables. Another half hour was spent in seeking out individual belongings from the chaotic mass, and in their examination by the *douaves*, and then we were permitted to depart. It was necessary for me to cross the town to the station of the *Chemin de fer de Lyons*, before I could continue my journey, and the obliging Frenchman who had hitherto been my travelling companion, offered to accompany me, and see me safely off from Paris, *en route* for Brindisi. I gladly accepted his offer, and accordingly we obtained a cab, and drove to the station with the big name, at the other side of the town. *Apropos* of the French cabs, it is a very good rule they have in Paris of obliging each driver to give to every passenger a printed paper on which the proper rates of fare for certain distances and lengths of time are specified. If such an arrangement were enforced in England, and especially in London, a large amount of swindling and dishonesty might be prevented.

At the station of the *Chemin de fer de Lyons*, I was informed, through the medium of my companion, and by a very gruff and impolite official—harmonizing in appearance with, but entirely opposed in manners to my preconceived idea of a member of *la grande nation*—that I could not proceed by second-class, but that if I wished to go on as a first-class passenger, I could do so by paying the difference between the first and second-class fares from Paris to Modane. Modane was the junction between the French and Italian railways, and they could not book me from Paris any further. They could not, I was informed, issue a duplicate ticket then, but I must go to the station-master at eight o'clock in the evening. The train would leave Paris for Modane at 8.50 P. M. My friend, the amiable Frenchman, proposed that as there were several hours to spare, I should leave my baggage at the "Left Luggage Office," and go through the town. He expressed his willingness to act as my guide, and to show me the principal sights of Paris, protesting, when I suggested that would be too great a tax on his patience, that he had nothing else to do, and would be very happy to assist me in any way in his power. Accordingly, I followed his advice, and left my luggage in the depository, where, seeing that I had an umbrella and a stick to carry about with me, my obliging friend offered to relieve me of the burden of the latter—a handsome one, which I prized very much—and carry it himself. I thankfully accepted his politely offered assistance, and we adjourned to a dining-room close by, where we procured a dinner of peculiarly cooked and queer flavoured mutton, and some excellent *madoc*, the latter at the price of three francs the bottle. After dinner, we went through the town, with its fine streets and high white houses, studded with numerous green-shuttered windows, and visited the boulevards, the Louvre, the Place de la Concorde, the Arc de Triomphe, the Column Vendome, the Madeleine Church, and the Champs d'Elysées. My companion was indefatigable in his attentions, and took considerable trouble to explain to me the customs of the inhabitants. He told me that none among the poor and middle classes in Paris could afford to keep their own houses, because of the size of the tenements, but the separate rooms and sets of rooms were let off, and several families lived in every house. He also informed me that the general custom, at least among single men, was to rent a room to sleep in, and take all meals outside. This, to my English ideas, appeared a strange mode of living, and also, judging from my own experience of French cafés and eating-houses, a very expensive one. Especially curious and absurd to me appeared the custom generally observed in Paris with regard to the waiters. Wherever one goes for refreshments, if even for only a cup of coffee, the *garçon* who serves it invariably stands, grinning at one's side, waiting for a gratuity which appears to be generally regarded as his right. This, where a sufficient and often even an extortionate price is paid in the first instance for the article consumed, is a great imposition. It is a clever dodge on the part of the proprietors of the shops, and no doubt pays the waiters very well; but it is a fraud upon the public, and that they should be willingly submit to it seems altogether inexplicable. After seeing the town, we returned, about eight o'clock, to the station, and, after waiting half an hour, were admitted to the *chef des gares*, who issued to me a *billet supplement* entitling me to travel from Paris to Modane, first-class. For this, he charged me 21 francs. I had also to register my baggage, and with the assistance of my companion I managed to have it registered for carriage through to Brindisi. I had to pay 12½ francs for this accommodation, but did not grumble, because I was assured I should have no more trouble with it till I arrived at the end of my land journey.

By the time these arrangements were concluded, it was within five minutes of the hour at which the train was to start. My friend was not allowed access to the platform, so I bade him good-bye, with profuse thanks for his great kindness, in the station-yard, and hurried off to catch the train. We had left the station, and I was thinking how fortunate I had been in meeting with such a polite and obliging individual, when I found I had not got my stick, and remembered that I had left it with the Frenchman. The stick, however, might very well have been retained by mistake, and my gratitude was sufficiently strong to prevent my feeling any very great disappointment at its loss; but, discovering at almost the same moment that I had lost my purse (containing some £10 or £11,) from my pocket, the tenour of my thoughts was materially changed, and I was fain to think the Frenchman's excessive politeness and show of generous good nature were only a delusion and a snare, and that he was possessed of other qualities, not quite so reputable, and generally known by the less euphonious names of base, cunning and knavery. He was a very respectable-looking, gentlemanly fellow, too; but it is astonishing what a number of apparently respectable people there are in the world who are not altogether what they seem. We arrived at Modane, after incessant travelling in the meantime, on Friday afternoon. At Modane, all personal baggage had to be examined; and the passengers' passports were demanded. I had no passport, but fortunately, the fierce-looking, mustachioed individual who acted as collector was in a good humour, and condescended to accept my card without question. Before leaving Modane, I was obliged to extend my supplementary ticket, but could not do so farther than Turin. For that distance, I paid an additional five francs. We had to travel over rough country, and through the Mont Cenis tunnel, between Modane and Turin, and the progress of the train was slow, so that by the time we reached there I was pretty well tired out. It was then late in the evening, and I resolved to stay in Turin during the night, being influenced towards the decision not only by a desire for rest, but by the consideration that on the following day I hoped to be able to travel from Turin to Brindisi second class, and still reach the latter place in good time for the P. and O. steamer. Fortunately, I had some money other than was in my purse, or I should have been in a fix. I went to the Hotel Feder, and passed a very comfortable night. In the morning, I procured a guide, and went out on an exploring expedition, breakfasting at a cafe in the town.

Turin is a pretty and clean town, but there is not very much in it to be seen. My guide had lived for some years in England, and proved a very honest fellow. I required to make one or two small purchases, and took him with me into the shops to explain my wants, and complete the bargains; and I was much amused by the tradesmen's annoyance and disgust,—evident from their facial expressions, and their actions,—at his taking them an English customer and not allowing them to swindle him quite to the extent of their desires. My guide himself was much impressed with the wealth of England as a country, and the Italians generally appear to consider every Englishman by right of his nationality a millionaire. Perhaps that is the reason for their very evident opinion that all Englishmen are fair game to be swindled to the utmost extent possible. I had dinner at the hotel in the afternoon, and for that, and my room the night before, they charged me the modest sum of 15 francs.

In the evening, I again took to the train, and hoped now to travel to Brindisi as a second-class passenger, without any further extortion for extra fare. Hitherto, I had been surprised at the punctuality of the trains on the French and Italian railways; but after leaving Turin, we were detained in consequence of an accident on the line, and did not reach Bologna until an hour after the train which should have carried us on to Brindisi had departed. This was about four o'clock on Sunday morning, and the only chance of reaching Brindisi in time to catch the steamer was to go on from Bologna by the mail train which runs through with the English mail bags, and reaches Bologna about one o'clock in the afternoon. It was not a very pleasant prospect to stay in the station in the meantime, and I went to an hotel close by, naturally expecting that as a default in the system of the Railway Company had been the cause of my delay, I should be carried forward, though they had only first class carriages attached to the mail train, without paying any additional fare. I found, however, that I was mistaken. The officials refused to allow me to re-enter the station with my second-class ticket, and gave me to understand that I should not be allowed to proceed without paying an additional 30 francs.

I noticed a very marked peculiarity in both the French and Italian railway officials: that they would not take the least trouble to give a stranger any direction or explanation he might ask for, but they took precious good care to let him know—and often in English, if necessary,—the amount of money they wanted from him.

I paid the additional 30 francs, and was then allowed to go on. The mail arrived all right, and left Bologna in due time, but we were not yet free from imposition; there was still another swindle to be practised upon the English passengers before they could get away. From Bologna to Brindisi is a long and tiring ride, and the train only stopped for any length of time at one station, about half way. Here, dinner was provided in a large room, and we were enabled to swallow a hasty and unsatisfactory meal, at trifling charge of 7½ francs. Even this was not the last fraud I was subjected to; I suffered another, before getting on board the steamer, of even a worse character still. When the train arrived at Brindisi, I had to look after my box, which had been registered through from Paris. I found the box all right, but the fellow who had charge of it would not let me have it unless I paid him 6 francs. I tried to make the rascal understand that I had already paid all legitimate charges for the box; but, as none are so deaf as those who won't hear, so none are so obtuse as those whose interest it is not to understand. He merely held out his hand and grinned, and I was obliged to pay. A few minutes later, I was on board the P. and O. Company's steamer, and was heartily glad to be rid of Italy and the Italians.

If ever I travel through the Continent of Europe again, it shall be at my leisure, when I have plenty of money to spare, and when I am able to speak and to understand the languages of the countries through which I shall pass. I shall also take care to prepare myself for the journey by trying to exist for three weeks previous to starting on clear soups, pastry, and light wines. The dishes concocted from "nettle-tops dock-leaves, and frog's haunches,"—mentioned by Goldsmith, in his "Citizen of the World" as being the staple food of the French,—are not very substantial victuals for a beef-steak fed Englishman. Above all, if I should ever perform this journey again, I will take a first class ticket, for from my experience that would be true economy both in labour and expense.

I went below immediately after going on board and turned in, and when I awoke we were under weigh, and rapidly leaving Brindisi and Italy behind us. We had a large number of passengers on board, including about 50 Italians, forming a travelling Opera troupe, who were going to Cairo. These—men and women—remained, the whole time between our departure from Brindisi and our arrival at Alexandria, on deck, eating and sleeping there. They carried their own provisions with them in the shape of kets, and dispensed with the luxury of beds altogether, simply wrapping themselves in blankets and lying at full length on the deck. They were not remarkable for cleanliness, or for particular decency in their dress, and their presence was voted rather a nuisance, except when they gathered together in a picturesque group round the lamps in the evenings, and practised selections from their operatic repertoire. Their voices were not of the first order, and the execution would hardly have met with the approbation of a London critic; but at sea people are not particular as to the observance of precise rules of art, and we found the singing a great assistance in getting through the long, quiet and otherwise dreadfully monotonous evenings. We reached Alexandria on Thursday afternoon, and, the Company's agent having been on board, a notice was posted in the ship to the effect that the passengers would not, according to the ordinary custom, disembark there, and cross to Suez by rail to catch another steamer, but that in consequence of another vessel having been taken from after leaving Gibraltar, our ship would continue her voyage, through the Suez Canal, to Bombay. We were to sail again at 12 o'clock on the following day.

Having already heard much, I was anxious to see some thing of Alexandria, and went on shore in the evening with a fellow passenger. Our experiences in the town were novel and instructive, and much more so than they were pleasant. On reaching the landing-place in our shorebost, we were met by a crowd of dragomen, who surrounded us, all clamouring loudly, and assured us that we must employ one of their number, and that it was utterly impossible we could go through the town without doing so. One swarthy, white-gowned, and red-turbanned fellow was especially importunate, and it was not until my companion,—a fine specimen of an Englishman, some six feet high, and proportionately broad,—who had been in the place before, threatened angrily to break his head, that we could get rid of him. He and his companions then withdrew; but before we had walked a dozen yards, another fellow attached himself to us, and refused to be shaken off. Peremptory denials and verbal threats were used profusely, but without effect. At last, my friend stopped suddenly in the street, and held up a huge fist before the man's face. The Arab retreated at once, drawing farther and farther back as the Englishman advanced. "Do you see that?" asked the latter. "Yes, sahib,—sahib got big hand" replied the native, drawing still farther away, with an expression of abject fear. "Well, that's killed three men," resumed my friend, "and if you don't mind,"—but this was quite enough for the valiant dragoman, who fairly turned and ran, stopping only, after we had resumed our walk, to invoke the vengeance of Allah upon the "son of a dog" who had frightened him so. But our troubles were not over. Almost every other man we met appeared to be a dragoman, and we soon found that if we wished to have any peace at all we must engage one. Accordingly, when an especially quiet and apparently good humoured fellow came forward, we allowed him to walk before us, and so escaped further persecution in this direction.

Alexandria is not a place that I should care to reside in. The insufferable smell that assailed our nostrils almost everywhere we went, I can liken to nothing so justly as to the perfume one might reasonably expect to be evolved from a gigantic habitation of innumerable pigs. In one respect at all events—in their habits—the people here very closely resemble the animal which above all others they abominate. Our guide took us to several French cafés, where we were served with strong black coffee, and, finally, to an English store, where we found a glass of good English beer. I had not tasted a drop of ale,—with the exception of the wretched stuff they sell as such in Paris,—from the time when I left England, and most Englishmen will be able to appreciate the pleasure I experienced in this visit to Messrs Wilson's store.

We did not remain long in the town, but returned early on board. Our dragoman, who had appeared of such an easy-going character, showed his teeth at parting, in the manner in which he endeavoured to enforce the payment of an extortionate fee. We paid him two francs—half the amount of his demand—and he was obliged to be content with that. As our boat shoved off, we had an opportunity of discovering the reason for his attempted extortion. Directly he left us, he was surrounded by a number of his "friends" who immediately began pummelling him because he refused to share his earnings with them. He would not be likely to have much of the two francs left for himself when they had done with him.

We left Alexandria during the day, and on the following morning arrived at Port Said. Passing through the Canal was slow work, and at Ismailia we were detained for some hours by a thick fog, so that we did not reach Suez till Sunday evening. The ship anchored here for only half an hour, so that it was impossible to go on shore, and after my experience at Alexandria, I was not particularly anxious to explore another Egyptian town, which I was given to understand was even more filthy and less interesting still.

I went on shore at Aden to see the famous English settlement, and drove past the fort to the water tanks. The heat and glare were intense; I certainly should not like to live there.

We eventually arrived in Bombay harbour on the 31st of October, after 21 days' passage from Brindisi. With the treatment I received on board, I was perfectly satisfied, and when I return to England, it shall be by the direct steam route to Southampton, avoiding the wearying, irritating, and (except in point of time) altogether unprofitable overland journey.

INFANT LIFE.—A marked improvement in the statistics relating to Mortality amongst Infants, would take place if Mrs. Johnson's American Soothing Syrup were more universally. It is perfectly free from any *narcotic* and is used *externally only*. None genuine without the name of "Barclay & Sons, Farringdon-street." is on the stamp. Sold by all Chemists, at 2s. 9d. a bottle. Agents,—TREACHER & Co, Bombay.

BOMBAY.

BANDORA.—The annual Roman Catholic procession will take place on Monday next at Bandorr.

THE GLEE SOCIETY.—The Concert at the Town Hall, given by the Glee Society, will take place, it is announced, on Wednesday next at 9 P.M. The programme will be ready in a day or two.

FURIOUS DRIVING.—A hack buggy driver, named Narayen Gopal, was yesterday fined Rs. 5, by Mr. C. P. Cooper, at the Fort Police Court, on being adjudged guilty of rash and negligent driving preferred against him at the instance of Captain W. S. Hore, of H. M.'s 20th Regiment.

CRUELTY TO ANIMALS.—Succaram Wittoo a cart-driver was yesterday fined Rs. 4, by Mr. Dossbhoy Framjee at the Girgaum Police Court, for cruelly torturing his bullocks, charged at the instance of Mr. W. Smith, an agent to the Society for the Prevention of Cruelty to Animals.—Three other cart-drivers were charged yesterday with a similar offence, at the instance of Mr. R. Nutty, another agent to the same Society, before Mr. Nana Morojee, at the Fort Police Court. They were adjudged guilty and fined Rs. 6 each.

THE COMPLAINT AGAINST A NATIVE CLERK AT THE FRENCH BANK.—Mr. Charles Ackrill, the senior reporter of the *Indian Statesman*, yesterday appeared before the Senior Magistrate, Mr. C. P. Cooper, at the Fort Police Court, and requested permission to be allowed to withdraw from the prosecution of Arthur Fernandez, a native clerk at the French Bank, against whom a summons had been issued for creating a disturbance and using threatening language

fear,
[illegible] on the counterpart of Count D'Farrell.
The muzzle of O'Farrell's pistol was within an inch of his back; the bullet itself when extracted was found to be "flattened very much on one side, from the force with which it had struck the rib, having met with considerable resistance before coming in contact with his back, while penetrating the seam of his coat, and the thick double part of a pair of india-rubber braces, where they crossed each other." This dastardly attempt—his providential escape from which may be compared with the recovery of the Prince of Wales, after fever brought him, between three and four years later, to the jaws of death—was the sole dark spot on the colonial progress of his royal highness, who both charmed and surprised antipodean society by the geniality and ease of his manner, by his accomplishments, by his gallant bearing, and by his noble horsemanship. A couple of years afterwards the Duke of Edinburgh visited India and China, and with a like conspicuously successful result.

The conjunction of mariner and musician is more common than that of sailor and equestrian, and the Duke of Edinburgh has shown himself true to the traditions of his profession by the mastery which he has acquired over the melodies of the violin. It is needless to enquire how far the exalted rank of the noble musician sheds additional lustre on his performance, though it may be mentioned as a notable instance of his modest objection to monopolising the attention of the company that he has never been known to execute a solo in public, save once before the crew of the Galatea, who were probably not scientifically critical. As a musical composer, it may be said with truth that many of his royal highness's productions are established favourites in thousands of loyal British households. That all princes and princesses are handsome and fair to look upon is accepted as an axiomatic truth by enthusiastic Englishmen and Englishwomen. It therefore goes without saying that the Duke of Edinburgh has long since been discovered to be a type of manly beauty, and if his features have about them a certain severity, this does but enhance his princely dignity. The idol of the fair sex, his royal highness is immensely popular with his fellow-men, and the equanimity with which he always bears any turns in the luck against him, when in his leisure moments he woos the fickle goddess *Fors Fortuna*, has secured him universal admiration and esteem. But such leisure moments are in truth few and far between. His royal highness has as just an appreciation of the value of time as of money, and many of the hours that princes usually dedicate to sport and frivolity have been occupied by him in organising fine-art exhibitions and in taking the chair at musical committees. In these capacities he has won the golden opinions of South Kensington, and has shown himself the true son of his lamented sire.—*World*

RUSSIA IN CENTRAL ASIA.

The *Times* Berlin Correspondent writes:—

"The annihilation of the Khanate of Khokand makes Russia mistress of the Kokan and Ali Hills, which separate the annexed territory from Karateghin and Kashgar. These hills rise to a height of 10,000ft., and on the Kashgar side can be crossed only by a few passes, one of them rendered accessible to artillery even before the conquest. The other passes might be easily adapted to the like purpose, being but a few miles long, and leading up to level table-land after a short though wearisome journey. What appearance the Karateghin Mountains have is unknown, at least in Europe; but as the Khirgese nomadising in Southern Khokand are in the habit of crossing the hills and establishing themselves in Northern Karateghin once or twice a year, the Kokan cannot offer any very great opposition to flocks and herds. Karateghin, though draped in Afghan colours on maps recently issued in Germany and England, is not included in Lord Granville's despatch upon the Russian and English spheres of influence, dated October 17, 1872. Its northern extremity was entered by Russian troops a few months ago from the Zarafshan side, the Panjhand rebels having received assistance from some Karateghin tribes, whom the Cossacks were sent to punish. This country of Karateghin is likely to play an important part in the history of Central Asia. Situated north of Badakshan and Wakhan, the two outlying dependencies of Afghanistan mentioned in Lord Granville's despatch, it is remarkable for the Pamir plateau and Belor hills skirting its eastern confines. The plateau seems to unite the most conflicting qualities. Towering to the enormous height of 10,000ft., it is a snowy desert for five months in the year; while well watered and covered with grass it is perfectly accessible the other seven months, and descent being so gradual in many parts as to be scarcely perceptible to the traveller. Ranged along the summit of this colossal table-land there are ridges raising their icy peaks some 5,000ft or 6,000ft. higher; but as these formidable chains stretch east and west, while the Pamir plateau extends north and east, they do not interfere with the passage from Karateghin to Kashgar. The space between the ridges is, on the contrary, so wide that a man may go from one country to the other and hardly be aware that his path is flanked by hills. The investigations of Russian and English travellers have entirely exploded the notion of Kashgar being surrounded by a continuous wall of insurmountable hills. On the western frontier of Kashgar, the Bolor or Belut does not exist in the form imagined by Humbold and Ritter; while on the southern, the Karakorum, supposed hermetically to close India against her northern neighbours, has been recently proved to partake of the Bolor type, and to form, not an unbroken line, but a number of short parallel ridges, with wide intervals between. From Karateghin, therefore, and more especially from Darwas and Shugnan, the two southern districts of the region a caravan may proceed to India on almost level ground crossing the Pamir and Karakorum respectively near the Sari Kul and Karakash watersheds, and encountering no greater obstacles than those ordinarily met with in Central Asian travel. For further information upon these interesting facts, which subvert all our former ideas on Central Asian geography, I may refer the reader to the proceedings of the Royal Geographical Society, December 28, 1872, as well as to Grigorieff's annotated translation of Ritter's 'Central Asia' (St. Petersburg, 1869, pages 288, 502), and to an article by Emil Schlagintweit on the Belur Tegh, in Westermann's 'Monats Hefte,' January, 1868.

"The districts of Karateghin, Darvas, and Shugnan are ruled by a multiplicity of chieftains. Every now and again one attains an ascendency over his neighbours, to yield in his turn to some other stronger than himself. The country being but little known, the Russians will probably send out an exploring expedition, now that they have an interest in improving their knowledge of it.

"The district of Hissar, which owes allegiance to Bokhara, and was 'studied' by the Russians last autumn, is immediately west of Karateghin. The best map to consult is that of the Topographical Department of the Russian War Office, which dates from 1863.

"With these geographical *data* I couple a few remarks upon the annexed territory and its population. Fergan, the centre of the principality of Khokand now embodied with the Russian Empire, rejoices in a genial climate and a fertile soil. The summer is warm, but temperate; the winter very short, and so mild as hardly ever to cover the valleys with snow. There are two crops of corn every year. There is moreover excellent cotton, silk, tobacco, and some wine, the latter exclusively grown by Jews. The hills supply iron and gold, supposed to be chiefly derived from the Karateghin side of the border ridges. Of commerce with Russia and Bokhara there has not been much as yet, but the Kashgar people are accustomed to receive the products of more genial climes from Khokand, giving hides and raw produce in return. The income of the Khan's treasury after the dismemberment of his territory by the Russians in 1866 never exceeded 500,000 roubles *i.e.*, one rouble per head.

"The half million of subjects he retained after his first great loss are divided into several races and tribes. The Sarts, people of Arian descent, and the original settlers of the country, live in the towns, and are merchants and artisans. The Uzbeks, or Turk Tartars, are the ruling tribe, and dwelling likewise in the towns and their vicinities, do not object to agriculture and trade, though they insist upon monopolizing official dignities and emoluments.

"The Khirgese, Kiptchak, and Burut nomads are likewise Tartars, and inveterate enemies to sedentary life. They are at least 200,000 strong, and so warlike that with a slight addition from the other tribes they sent 40,000 horsemen against the Russians a few months ago. The uncommon bravery displayed by the native warriors on that occasion, and the strength, beauty, and swiftness of their horses took the Russians by surprise. Letters from St. Petersburg seem to indicate an intention to attempt the organization of a Russo-Kiptchak force without delay.

"To explain the political bearings of the new Russian advance but few words are required. The present annexation having been forced upon Russia by the Khokanders trying to oust her out of previous conquests, no inference can be derived from it as to any predetermined design to extend her frontiers. Still as the present measure was brought on by what preceded, so it is easy to foresee that more has to follow if the principles which have governed Russian policy in Central Asia hitherto are to be persisted in. If whole States are to be held responsible for the plundering of a caravan, there is no Ruler in Central Asia who can hope to escape the Russian sword. Tartar Rulers are not powerful enough to restrain the rapacious propensities of their subjects, nor is there any country more difficult to controlt han anaiternation of oasis and steppe. Even the territories annexed by the Russians have not ceased to be the scene of predatory raids. When the Russians first planted their foot in the steppe, the attempt to introduce order and quiet necessarily resulted in conquest, though conquest by no means secured the end in view. The countries now bordering upon Russia are Karateghan and Merv. Should Russian traders be tempted to despatch any goods to these parts, it is but too probable that spoliation, with its consequences, will be the result."

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LORD LYTTON AT CALCUTTA.

(*Times*, April 14.)

Lord Lytton has arrived at Calcutta, and in words of becoming modesty has expressed a hope that when he reaches his term of office he may have won the esteem and regard Lord Northbrook enjoys in making way for him. The new Viceroy feels, as every man of conscience and of sensibility must have felt in his position, the responsibility of the vast burden he has consented to accept. He remembers the great men who have gone before him; he recollects that many of them sacrificed health and even life in discharging the duties of the office to which he has succeeded, and he may think that their energies have thrown upon himself a greater task than any of them was called upon to discharge, since they have left him to govern an Empire enlarged by their acquisitions. An incoming Viceroy oppressed with thoughts like these, and more and more struck by the greatness and variety of the races and of the civilizations committed to his charge as he is carried onwards day after day in his railway journey to his capital, may properly feel some diffidence in assuming his high functions. Can any man, he will ask himself, undertake to do what is expected of the Governor-General of India? Years must pass before he can become acquainted with the superficial administration of the Continent he governs, and his first efforts to be instructed by the experience of those about him will reveal such diversity of judgment, such contradiction of opinion upon the cardinal questions of Indian Government, that he may feel himself drawn to the conclusion that when his years of office are out there may be as ignorant of the motives of conduct, the governing principles, the feelings and the passions of the millions upon millions under him as when he first landed at Bombay. It is not impossible that the man who in after years may be recognized as among the foremost, if not the best, of the Indian Viceroys may be tempted to despair when entering upon his duties, and to cry out under the pressure of his thoughts that the office of Governor-General of India is too high to be borne by one poor mortal.

No Governor-General who deserves the honour conferred upon him can assume the functions of his office without a serious sense of responsibility akin to awe. He has to think for so many, and such tremendous issues of happiness and misery depend upon the wisdom of his thoughts. But this overburdening sense of duty cannot last, and the especial temptation of a modern Viceroy is that he should, after a short time, come to regard himself as nothing more than the overlooker of a great machine which will work of itself if judiciously left alone, and he will have discharged the full measure of his functions if he shall take care to choose the best men as his subordinates as vacancies occur in the offices under him. It is, no doubt, true that there is an organization spread throughout India which does serve to fulfil the primary functions of Government, and as the former masters of India rarely cared to do more than this, the native populations desire no more and do not complain of our deficiencies. We keep the peace. We repress crime. We maintain civil justice so that every man's property is secured, and no one can be wronged by his neighbour without having the means of redress at hand. The dues we exact in rent and taxes are less than those which are taken in the dominions of our feudatories, so that while the duties of Government are better discharged the cost of its service appears to be less. This aspect of facts, which is soon grasped upon a Governor-General, supplies the strongest reasons why he should be content to acquiesce in keeping the machinery going which he has found established, and yet it does not exhaust the arguments that can be urged in support of the policy of letting things be. It is also true that there is nothing of which the Native mind is so jealous as novelty. The dread and dislike of change manifested by them cannot strike us with surprise. We find the same feelings at work at home. Sanitary regulations have been introduced into the great cities of the East with results that have been surprising in the way of improved health and diminished mortality, but it requires a higher stage of education than has been reached by the mass of the Natives of these cities to understand the connexion between filth and disease, and regulations vex them, while they do not see they gain anything by them. The bringing of good water into Bombay has almost entirely driven away cholera, which was before an annual scourge, with crowds of victims; but how is this to be driven into the mind of a Coolie? His innermost morality—the religion that binds his lifetogether—teaches him that the movement of Death is ordained in a sphere that sanitary arrangements cannot affect; and even if he could be got to believe that somebody has probably been kept alive by a supply of pure water who would have been otherwise dead, the selfish faith in himself which is universal in man will not let him think that he may be the one who is saved. Improvement means a change of habits, and not unfrequently it brings with it some bill of costs, and on these and other grounds the Native has a repugnance to improvements. It is not surprising that the Government above him should be tempted to abstain from improvements which always bring trouble and the benefits of which are unappreciated. "It is not better that they should die undisturbed in their filth? They will know nothing about it, they will be contented in their ignorance, and we shall not be troubled." The example thus given is an illustration of the standing difficulty of the Indian Government, and of the temptation that follows it. Suggestions may, for instance, be made of alterations in the way in which the taxation of India is raised which would be beneficial to the whole population; but the longer the standing of an Indian official the more probable will be his exhortations not to think of any such plans. The taxation that exists is borne as to large part of it with little consciousness of its pressure, and if a new tax is imposed, it is sure to be felt and to be resented, while the removal of the old tax will excite no gratitude. Similar adjurations are heard in deprecation of other changes; the wisdom of letting well alone and the dangers of a disturbing activity are constantly preached; it is urged that as long as the revenue is raised without difficulty and suffices to meet the expenditure, and the Native mind is quiet, there is nothing to be done; and the ease of following this advice, not to speak of the way of escape it offers from the embarrassment of conflicting recommendations, soon makes it acceptable to those who began by contemning it.

In India, as elsewhere, the path of wise activity is not smooth nor easy to follow. We should oppose as strongly as any Indian veteran the policy of thrusting upon the people of India changes which they resisted, even though they had the strongest assurance from reason and from experience that they were changes which would certainly redound to their good. On the other hand, we should deplore as a still greater evil a resolution to avoid all trouble by doing nothing. The true course is not to abandon all ideas of the development of the system of government in India, but to make it our first aim to carry Indian opinion along with us in the changes we make, if not by convincing the Natives by force of reason, then by inspiring in them such confidence in our motives that they will trust us even when they do not understand our proposals. It need scarcely be added that the work of carrying opinion with us is necessarily something very different in India from what it is at home. The English statesman struggles to command the assent of his countrymen to his policy by speeches in and out of Parliament. He is an Englishman addressing Englishmen, and he can move the people directly by his words and action. Not much can be done in India like this. There is a population in the Presidency towns upon whom a Governor-General may exercise some influence by the addresses he makes and the Minutes he publishes; but the only way of reaching the masses is by the spirit he can instil into the conduct of the members of the administration, civil and military, throughout the Peninsula, who are daily brought into contact with the people of the districts in which they reside. Indian history has been not rarely adorned with men who have so glorified their services in the hearts of the people among whom they lived and worked that they have received the tribute of enthusiastic obedience during their lives, and their memory has been worshipped as that of gods after their death. These heroic benefactors of their kind have done well, and yet there is an ideal which may be suggested different and, perhaps, better than theirs—the ideal of lives not spent so as to leave in the worshipping mind of Natives the belief that they have been blessed by the labours of gods, but spent in slow and difficult efforts to raise the Native mind to understand that they live in the company of men whose virtues they might emulate and whose capacity they might strive to copy. An ambitious Governor-General entering upon his office, and eager to make his years of service illustrious, may come to understand that his best sphere of activity is to be found in impressing the minds of the Englishmen around him and subordinate to him, both by his words and his example of each, that their chosen task should be to elevate and strengthen the character of the Natives about them. There is ample evidence for believing that patient perseverance in this course would be rewarded; and even though reward should not be apparent, a Viceroy, looking back upon his career, and conscious of the spirit that directed it, would feel a satisfaction in the retrospect which the greatest of the past Viceroys who have made themselves famous by the extension of the limits of the Empire might have envied.

Amongst the minor matters involving research to which the late Mr. James Yeowell devoted much attention, may be named his efforts to trace out the authorship of the well-known lines—

"He that fights and runs away,
May live to fight another day."

During his sub-editorship of "Notes and Queries," in one of the numbers published in 1863—the one for July 25th, we believe—Mr. Yeowell thought that he had discovered the author to be Oliver Goldsmith, inasmuch as the couplet, slightly varying from the way we give it above, occurs in "The Art of Poetry on a New Plan," which was compiled by Newberry (the chief publisher of juvenile literature more than a century ago), and revised and enlarged by Goldsmith. But the lines in question have since been found in Ray's "History of the Rebellion," now a scarce book, the first edition of which was published in 1749, whilst the first edition of "The Art of Poetry" was not issued till thirteen years later. So that the first record we have of the couplet being in print is in Ray's book, though probably nineteen out of twenty well-informed people would even now persist in the exploded notion that the lines are in "Hudibras."

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CONTENTS.

Map of India.
Table of Through Routes (and Fares) from Bombay to places in India and abroad.
Index to Railway Stations.
Index to Places by Steamer and Dak
Introduction.
Through Passenger Service between G. I. P. and East Indian Railways.
Through Passenger Service between Bombay and Madras
Railway Time Tables:—
Great Indian Peninsula Railway.
Rates for parcels, horses, carriages, &c., by G. I. P. Railway.
Nizam's State Railway.
Bombay, Baroda, and Central India Railway.
Local Trains between Bombay, Mahim, Bandora and Andheree.
Jubbulpore Extension Railway
Khamgaum State Railway.
Amraotee State Railway.
Wurdah State Railway.
Holkar State Railway.
East Indian Railway.
Rajpootana State Railway.
Oudh and Rohilkund Railway.
Sind, Punjaub and Delhi Railways:—
Punjaub and Delhi Division.
Sind Section.
Through Traffic from Kurrachee to Mooltan, Lahore and Umritsur.
Eastern Bengal Railway.
Calcutta and South Eastern Railway.
Great Southern of India Railway
Madras Railway.
Nulhattee State Railway.
Steam Navigation Companies:—
P. & O. Co.
Messageries Maritimes.
Austro-Hungarian Lloyds.
Rubattino Steam Navigation Company.
Euphrates and Tigris Steam Navigation Company.
British India Steam Navigation Company.
Scinde, Punjab and Delhi Railway Co.'s Indus Steam Flotilla.
Irrawaddy Flotilla.
India General Steam Navigation Company.
Routes by Steamers.
Routes in the Bombay Presidency.
Bombay to Central Provinces and Calcutta.
List of Travellers' Bungalows along the Trunk Roads of Western India.
Routes in the Central Provinces.
N. W. Provinces and the Punjaub.
Route to Simla.
Route to Nynee Tal.
Hill Horse Carriage Dak.
Rohilkund Horse Dak Company.
North-West Dak Company.
Punjaub and North-Western Dak Company
North-Western Dak Company.
Agra to Jeypore and Nusseerabad.
Rawul Pindee and Murree.
Darjeeling Mail Service.
Scale of Fare for Shigrams, Buggies, &c., in Bombay
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